2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

64

City of Norfolk City of Portsmouth City of Chesapeake

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					No	orfolk Maintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	ıck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake				. 1											
13 58	2.41	63000	Α	91%	0%	ECL Suffolk 1% 1%	6%	0%	С	0.096	Α	0.577	65000	Α	2003
13 58	0.64	63000	N	91%	0%	I-664 1% 1%	6%	0%	N	0.096	N	0.577	65000	N	2003
13)	0.18	6700	G	91%	1%	US 58; SR 191 2% 2%	4%	0%	F	0.092	F	0.58	7200	G	2003
~				From:	10/	SR 191, S Military									
(13) Combin	0.45 ned Traffic:	6700 NA	N	91%	1%	2% 2%	4%	0%	N	0.092 NA	N	0.58	7200 NA	N	2003
~~				From:		amp from I-664; Shae					_			_	
Military Hwy	2.44	7500	G	91%	1%	2% 2% I-64	4%	0%	С	0.123	F	0.557	8100	G	2003
13 Military Hwy	1.37	16000	G	97%	0%	1% 1% S 17 George Washing	0%	0%	F	0.121	F	0.606	18000	G	2003
(13) Military Hwy	1.01	17000	G	97%	0%	1% 1%	0%	0%	F	0.115	F	0.523	19000	G	2003
, ,				To:				<u>-</u>							
13 Military Hwy	2.20	31000	Α	97%	0%	SR 196 Canal D 1% 1%	0%	0%	С	0.134	Α	0.508	35000	Α	2003
(13) Military Hwy	1.09	26000	G	From:		SR 166 Bainbridge	Blvd			0.11	F	0.555	28000	G	2003
~				From:		Campostella Rd		-							
13 Military Hwy	0.65	27000	G	97%	0%	1% 1% SR 168 Battlefield I	0% Blvd	0%	F	0.12	F	0.628	29000	G	2003
13 Military Hwy	0.72	30000	G	95%	1%	2% 1%	1%	0%	F	0.101	F	0.578	33000	G	2003
13 Military Hwy	0.41	32000	G	95%	1%	Allison Dr 2% 1%	1%	0%	С	0.095	F	0.552	35000	G	2003
~~~				From:		Greenbrier Pkwy									
(13) Military Hwy	1.67	34000	G	97% To:	0%	1% 0% SCL Virginia Bea	1% ch	0%	F	0.097	F	0.574	37000	G	2003
City of Norfolk															
13 Military Hwy	0.85	46000	F	98%	0%	WCL Virginia Bea	1%	0%	С	0.097	F	0.629	50000	F	2003
~~				From:		I-264									
13 Military Hwy	0.95	48000	F	97%	1%	1% 0% US 58 Virginia Beach	1% n Blvd	0%	F	0.083	F	0.61	52000	F	2003
13 Military Hwy	1.23	48000	F	97%	1%	1% 0%	1%	0%	С	0.073	F	0.526	53000	F	2003
Northampton Blvd	0.10	48000	N	97%	1%	SR 165; SR 166 1% 0%	1%	0%	N	0.073	N	0.526	53000	N	2003
(13) Northampton Blvd	0.78	36000	F	From: 93%	0%	SR 165 Kempsville	2%	0%	С	0.101	F	0.532	37000	F	2003
13 Northampton Blvd	0.20	85000	F	From: 95%	0%	I-64 2% 0%	3%	0%	F	0.079	F	0.598	89000	F	2003
				To:		WCL Virginia Bea	ach								
City of Chesapeake															
(17) George Washington H	Hw 3.58	9800	A	93%	0%	North Carolina State 1% 1%	Line 5%	0%	С	0.103	Α	0.659	9900	Α	2003
(17) George Washington H	Hw 6.52	11000	G	From: 93%	0%	131-8796 Ballahack	Rd 5%	0%	F	0.087	F	0.671	11000	G	2003
17 Dominion Blvd	3.93	7900	G	From: 95%	BUS	US 17 George Washi	ington Hw	0%	F	0.078	F	0.61	8400	G	2003
	0.94	27000	В	From: 95%	0%	SR 165 Cedar Ro		0%	С	0.092	A	0.635	29000	В	2003
17 Dominion Blvd	0.94	21000	ם	95% To:	U 7/0	SR 166 Bainbridge		U 70	U	0.092	٨	0.033	25000	ь	2003

					IN	orfolk Maintei						D:			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+/	Truck Axle 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake				From:		CD 166 D-: 1	idaa Dll	1							
17 Dominion Blvd	1.60	25000	G	95%	0%	SR 166 Bainbr	% 2%	0%	F	0.079	F	0.606	26000	G	2003
<u>~</u>				To: From:		SR 190 Great B			<u> </u>						
[17]	0.28	25000	N	95%	0%	1% 1	% 2%	0%	N	0.079	N	0.606	26000	N	2003
	0.14			From:		R 168 Oak Grov ee I-464 for d		offic vol		timataa f	or this	. a a a m a n t			
Combined		49000	F	95%	0%		mectional in % 2%	ame voit 0%	ine es F	NA	or trus	segment	56000	F	
Combine	a mamo.	40000	•	To:	070	I-64		070		117.				•	
(47) (GA)	4.31			From:	9	I-464 ee I-64 for di		offic volu	me est	imates fo	or this	seament			
Combined		81000	F	91%	0%		% 6%	0%	F	NA	) U113	ocginent.	86000	F	
				To: From:		I-64									
(17) George Washington Hw	0.90	23000	G	91%	1%		% 3%	0%	F	0.083	F	0.513	23000	G	2003
<u> </u>				To: From:	Į	JS 13; US 460 N	Military Hwy								
(17) George Washington Hw	1.00	16000	G	91%	1%	4% 1	% 3%	0%	С	0.078	F	0.539	16000	G	2003
~				From:		SR 196 Ca			<b> </b>						
George Washington Hw	0.63	28000	G	91% To:	1%		% 3%	0%	F	0.093	F	0.664	28000	G	2003
C' CD 1				10.		SCL Ports	mouth								
City of Portsmouth				From:		NCL Ches	apeake								
(17) George Washington Hw	0.15	30000	F	91%	1%	4% 1	% 3%	0%	F	0.093	F	0.668	30000	F	2003
~				To: From:		SR 239 Victo	ory Blvd		-						
(17) George Washington Hw	0.42	23000	F	91%	1%	4% 1	% 3%	0%	F	0.084	F	0.614	23000	F	2003
~				From:		Davis									
[17] George Washington Hw	0.52	23000	F	91%	1%	4% 1	% 3%	0%	F	0.085	F	0.625	23000	F	2003
Coorne Machinetee III.	. 0.24	07000	_	From:	40/	124-8540 Gree		00/	_	0.005		0.04	07000		2002
(17) George Washington Hw	0.31	27000	F	91% To:	1%	4% 1 SR 141, Frede	% 3%	0%	F I	0.085	F	0.64	27000	F	2003
~~~				From:	SR	R 141 George Wa									
[17] Frederick Blvd	0.70	13000	F	91%	1%	4% 1	% 3%	0%	F	0.084	F	0.58	13000	F	2003
~				To: From:		SR 337 Portsm									
[17] Frederick Blvd	0.09	15000	F	91%	1%	4% 1	% 3%	0%	F	0.099	F	0.65	15000	F	2003
~~~ F B	0.50		_	From:		124-8547 Deep		00/	_	0.000		0.000			
[17] Frederick Blvd	0.53	20000	F	91%	1%		% 3%	0%	. F	0.092	F	0.669	20000	F	2003
17 Frederick Blvd	0.35	39000	F	From: 93%	0%	I-264 1% 3	% 2%	0%	С	0.075	F	0.537	40000	F	2003
17 Frederick Blvd	0.33	39000	-	93 /0	0 70			0 /0	ı	0.075	'	0.557	40000	ı	2003
17 Frederick Blvd	0.51	25000	F	98%	0%	1% 0	umpike Rd % 0%	0%	F	0.077	F	0.594	26000	F	2003
17 Frederick Blvd	3.51		•		<b>0</b> /0	US 58 Airlii		7,0		0.011		J.00-			
17 Frederick Blvd	0.16	19000	F	From: 98%	0%		% 0%	0%	F	0.078	F	0.537	20000	F	2003
				To:		124-8758 F	ligh St								
17 High St	0.18	34000	F	98%	0%	124-8758, Fred 1% 0	erick Blvd % 0%	0%	F	0.089	F	0.789	35000	F	2003
17 High St	0.10	J-1000	r					U /0	ı	0.008	ı	0.708	33000		2003
17 High St	2.24	39000	F	From: 98%	0%	24-8536 Western 1% 0	Branch Blvd % 0%	0%	F	0.087	F	0.658	40000	F	2003
			•	To	<b>0</b> /0	124-8525 Ce		7,0		0.001		2.000	.0000		
17 High St	0.93	31000	F	From: 98%	0%		% 0%	0%	F	0.084	F	0.611	32000	F	2003
<u> </u>				To		124-8528 Churc									
17 High St	0.21	22000	F	98%	0%		% 0%	0%	F	0.084	F	0.612	22000	F	2003
$\overline{\hspace{1cm}}$				To:		124-8532 Tyre									
17 Western Branch Blvd	0.22	22000	F	98%	0%		% 0%	0%	F	0.085	F	0.539	23000	F	2003
$\sim$				To:		ECL Chesa	peake								

September   Sept						IN	orfolk Maintenance	Area								
17   Western Branch Blvd	Route	Length	AADT	QA	4Tire	Bus			2Trail	QC		QK		AAWDT	QW	Year
Ty   Western Branch Bive   0.69   21000   G   88%   0%   1%   0%   0%   0%   0%   F   0.084   F   0.515   22000   G   2003	City of Chesapeake								-							
131-8574 Checkwell Block	~			_		201		201		_		_			_	
17	17 Western Branch Blvd	0.69	21000	G	98%	0%	1% 0%	0%	0%	F	0.084	F	0.515	22000	G	2003
17	<del>``</del>				To:		131-8524 Churchland	Blvd	-							
Fig.   Service   Service   Fig.   Service	17	0.56	22000	В		0%	1% 0%	0%	0%	С	0.098	Α	0.531	22000	В	2003
Segret   S	11)															
The company					Process.											
SR 165 Coder Rd   SR 165 Cod		- ·-		_		201			201	_		_			_	
	17 George washington Hw	3.47	4100	G	93%	0%	1% 1%	5%	0%	F	0.097	F	0.738	4000	G	2003
	<del>-</del>				To		SR 165 Cedar Rd		-							
				_		201		-01		_		_			_	
Second Part	17) George Washington Hw	1.19	24000	G		0%		5%	0%	F	0.074	F	0.609	23000	G	2003
Second Part	<del>~</del>				10:		1-64									
1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.661   1.66					From:		ECL Suffolk									
Section   Sect	58	2.41	63000	Α	91%	0%	1% 1%	6%	0%	С	0.096	Α	0.577	65000	Α	2003
68) Airline Blvd 1.72 8400 G 96% 1% 1% 1% 0% 1% 0% 0% 0% 0 0.007 F 0.576 9100 G 2003  18 of Portsmouth					To:		7.664									
SR 191 John Fred   SR 191 John	~~	0.04	00000			00/		00/	-00/		0.000		0.577	05000		2000
Section   Sect	58 }	0.64	63000	N	91%	0%	1% 1%	6%	0%	IN	0.096	IN	0.577	65000	IN	2003
Section   Sect					To:	SR 191	Jolliff Rd; US 13 Milit	ary High	nway							
WCL Portsmouth	58 Airline Blvd	1.72	8400	G			•			С	0.079	F	0.576	9100	G	2003
The First Parts	55)			-						-			· <del>-</del>		-	
Section   Sect							J.L. I O'IOMOUN		<u> </u>							
Section   Sect	City of Portsmouth				From:		ECT CL.		1							
Section   Sect	Airling Dhad	0.00	40000	_		40/		40/	007	_	0.004	_	0.500	44000	_	0000
Section   Sect	58) Allilue Biva	0.29	13000	۲	96%	1%	1% 0%	1%	υ%	۲	0.091	۲	0.593	14000	F	2003
Airline Blvd	<del>~</del>				To:		Greenwood Dr		<u> </u>							
Second   S	58 Airline Blvd	0.20	14000	F		1%		1%	0%	F	0.09	F	0.561	15000	F	2003
Airline Blvd 1.30 1000 F 96% 1% 1% 0% 1% 0% F 0.086 F 0.578 11000 F 2003    SR 239 Victor Blvd   SR 337 Portsmouth Blvd	30)				_											
SR 239 Victory Blvd	~~~															
Airline Blvd 0.28 14000 F 96% 1% 1% 0% 1% 0% F 0.09 F 0.612 15000 F 2003    SR 337 Portsmouth Blvd   SR 347 Portsmouth Portsmouth Blvd   SR 347 Portsmouth Portsm	58 Airline Blvd	1.30	10000	F	96%	1%	1% 0%	1%	0%	F	0.086	F	0.578	11000	F	2003
Secondary Secondary   Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Se	<u>~</u>				To		SR 239 Victory Bly	'd								
SR 337 Portsmouth Blvd	Airline Blvd	0.28	14000	F		1%			0%	F	0.00	F	0.612	15000	F	2003
Second Process   Seco	58) Allille Biva	0.20	14000		90 /0	1 /0	170 070	1 /0	0 /0		0.09		0.012	13000		2000
Strain   S					From:		SR 337 Portsmouth B	lvd								
Second Part	58 Airline Blvd	1.40	18000	F	96%	1%	1% 0%	1%	0%	F	0.084	F	0.593	19000	F	2003
Second Process   Seco					To		HC17F 1 : 1 DI	1								
High St   High	~	0.40	40000			40/					0.000		0.054	00000		
SR   141; London Bivd   SR   SR   SR   SR   SR   SR   SR   S	58 Airline Biva	0.19	19000	F	94%	1%	2% 1%	3%	0%	F	0.083	F	0.651	20000	F	2003
58) Martin Luther King Free 0.72 23000 F 94% 1% 2% 1% 3% 0% F 0.086 F 0.678 25000 F 2003  58) Martin Luther King Free 0.77 24000 G 94% 1% 2% 1% 3% 0% C NA 26000 G 2003  58) Martin Luther King Free 1.16 51000 G 94% 1% 2% 1% 3% 0% F NA 54000 G 2003  58) Martin Luther King Free 1.16 51000 G 94% 1% 2% 1% 3% 0% F NA 54000 G 2003  58) Martin Luther King Free 1.16 51000 G 94% 1% 2% 1% 3% 0% F NA 54000 G 2003  58) Elizabeth River Mid Tun 0.47 31000 F 94% 1% 2% 1% 3% 0% F 0.101 B 0.508 32000 F 2003  58) Say Brambleton Ave 0.26 26000 F 96% 0% 1% 1% 1% 2% 0% F 0.080 F 0.501 30000 F 2003  58) 337 Brambleton Ave 0.83 37000 F 96% 0% 1% 1% 1% 2% 0% F 0.080 F 0.501 30000 F 2003  58) Virginia Beach Blvd 0.07 4900 F 96% 2% 1% 1% 1% 0% F 0.094 F 0.833 8800 F 2003  58) Virginia Beach Blvd 0.24 5300 F 96% 2% 1% 1% 1% 0% F 0.096 F 0.656 5300 F 2003  58) Virginia Beach Blvd 0.70 14000 F 96% 2% 19% 19% 19% 0% C 0.090 F 0.625 15000 F 2003	<del>~</del>				To		High St		-							
SR 141; London Blvd	Martin Luther King Free	0.72	23000	F		1%		3%	0%	F	0.086	F	0.678	25000	F	2003
588         Martin Luther King Free         0.77         24000         G         94%         1%         2%         1%         3%         0%         C         NA         26000         G         2003           58         Martin Luther King Free         1.16         51000         G         94%         1%         2%         1%         3%         0%         F         NA         54000         G         2003           Sity of Norfolk           Sity of Norfolk           Elizabeth River Mid Tun         0.47         31000         F         94%         1%         2%         1%         3%         0%         F         0.101         B         0.508         32000         F         2003           58         Elizabeth River Mid Tun         0.47         31000         F         94%         1%         2%         1%         3%         0%         F         0.101         B         0.508         32000         F         2003           58         337         Brambleton Ave         0.26         26000         F         96%         0%         1%         1%         2%         0%         F         0.08         F         0.501 <td< td=""><td>36) =</td><td>•</td><td></td><td>-</td><td>0.70</td><td>.,,</td><td></td><td></td><td></td><td>•</td><td>0.000</td><td>•</td><td>0.0.0</td><td></td><td>•</td><td></td></td<>	36) =	•		-	0.70	.,,				•	0.000	•	0.0.0		•	
Sample   S	~~							/d								
Sample   1.16   51000   G   94%   1%   2%   1%   3%   0%   F   NA   54000   G   2003	58 Martin Luther King Free	0.77	24000	G	94%	1%	2% 1%	3%	0%	С	NA			26000	G	2003
Sample   S	$\searrow$				To:		Claveland Ct		L							
To   WCL Norfolk   Site of N	Martin Luther King Free	1 10	E4000	•		10/		20/	00/	_	NIA			E4000	-	2002
Sity of Norfolk   From	58 Martin Luther King Free	1.10	51000	G		170		3%	0%	Г	INA			54000	G	2003
Second Process   Front   Fro	•				10:		WCL Norfolk									
Second Process   Front   Fro	City of Norfolk															
To   US 58 P   SR 337   SR 3					From:		ECL Portsmouth									
Second   S	58 Elizabeth River Mid Tun	0.47	31000	F	94%	1%	2% 1%	3%	0%	F	0.101	В	0.508	32000	F	2003
SR 337   Sambleton Ave   0.26   26000   F   96%   0%   1%   1%   2%   0%   F   0.080   F   0.501   30000   F   2003					To:											
Tight   Colley Ave   S8   337   Brambleton Ave   0.83   37000   F   96%   0%   1%   1%   2%   0%   F   0.08   F   44000   F   2003					From:											
Tight   Colley Ave   S8   337   Brambleton Ave   0.83   37000   F   96%   0%   1%   1%   2%   0%   F   0.08   F   44000   F   2003	58 (337) Brambleton Ave	0.26	26000	F	96%	0%	1% 1%	2%	0%	F	0.080	F	0.501	30000	F	2003
58         337         Brambleton Ave         0.83         37000         F         96%         0%         1%         1%         2%         0%         F         0.08         F         44000         F         2003           58         0.17         8000         F         96%         2%         1%         1%         0%         F         0.094         F         0.833         8800         F         2003           58         Virginia Beach Blvd         0.07         4900         F         96%         2%         1%         1%         0%         F         0.096         F         0.656         5300         F         2003           58         Virginia Beach Blvd         0.24         5300         F         96%         2%         1%         1%         0%         F         0.096         F         0.571         5900         F         2003           58         Virginia Beach Blvd         0.70         14000         F         96%         2%         1%         1%         0%         C         0.090         F         0.625         15000         F         2003					To											
S8   Virginia Beach Blvd   0.24   5300   F   96%   2%   1%   1%   1%   1%   0%   F   0.094   F   0.833   8800   F   2003		0.00	.=			601		001			0.00			44000		
58 Virginia Beach Blvd 0.07 4900 F 96% 2% 1% 1% 1% 1% 0% F 0.094 F 0.833 8800 F 2003    Solution	58 \ (337) Brambleton Ave	0.83	37000	F	96%	0%	1% 1%	2%	υ%	F	0.08	F		44000	F	2003
58 Virginia Beach Blvd 0.07 4900 F 96% 2% 1% 1% 1% 1% 0% F 0.094 F 0.833 8800 F 2003    Solution   From   Olney Rd   Olne	~ ~				To:		E SR 337									
Sal Virginia Beach Blvd   0.07   4900   F   96%   2%   1%   1%   1%   0%   F   0.096   F   0.656   5300   F   2003	59	0 17	8000	F		2%		1%	0%	F	0.094	F	0.833	8800	F	2003
Second   S	36)	J		•		_ / 3		. , 0	- 70	•	J.JU 1	•	0.000	2300	•	_000
Boush Street   Bous	~~~															
Boush Street   From   From   Monticello Ave   Fr	58 Virginia Beach Blvd	0.07	4900	F	96%	2%	1% 1%	1%	0%	F	0.096	F	0.656	5300	F	2003
58         Virginia Beach Blvd         0.24         5300         F         96%         2%         1%         1%         1%         0%         F         0.089         F         0.571         5900         F         2003           58         Virginia Beach Blvd         0.70         14000         F         96%         2%         1%         1%         0%         C         0.090         F         0.625         15000         F         2003					To		Danah Ct									
Monticello Ave     S8   Virginia Beach Blvd   0.70   14000   F   96%   2%   1%   1%   1%   0%   C   0.090   F   0.625   15000   F   2003	Mineriale Desert Dhad	0.04	F000	-		00/		40/	00′		0.000	г	0.574	5000		2000
58 Virginia Beach Blvd 0.70 <b>14000 F</b> 96 <u>% 2% 1% 1% 1% 0%</u> C 0.090 F 0.625 15000 F 2003	58) Virginia Beach Blvd	0.24	5300	۲	96%	2%	1% 1%	1%	υ%	۲	0.089	۲	0.5/1	5900	F	2003
58 Virginia Beach Blvd 0.70 <b>14000 F</b> 96 <u>% 2% 1% 1% 1% 0%</u> C 0.090 F 0.625 15000 F 2003					To:		Monticello Ave									
	58 Virginia Beach Blvd	0.70	14000	F		2%		1%	0%	С	0.090	F	0.625	15000	F	2003
	30) 13 2.000.1 2.110	20		•	To:	_,,	SR 168 Tidewater I			-	2.000	•			•	_500

						INC	JI IOIK IVIA	menan	Je Alea								
Route		Length	AADT	QA	4Tire	Bus	2Axle		uck 1Trail		- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Norfe	olk																
~	in Donah Dhal	0.50	4 4000	_	From:	00/		Tidewater		00/	_	0.000	_	0.500	40000	_	0000
58 Virgini	ia Beach Blvd	0.53	14000	F	96%	2%	1%	1%	1%	0%	F	0.093	F	0.588	16000	F	2003
~~					From:			ark Ave									
58 Virgini	ia Beach Blvd	0.96	15000	F	96%	1%	1%	1%	1%	0%	С	0.087	F	0.513	17000	F	2003
					From:		SR 405 B										
58 Virgini	ia Beach Blvd	0.88	28000	F	96%	1%	1%	1%	1%	0%	F	0.084	F	0.552	31000	F	2003
<del>~</del>					To: From:			Garden F									
58 Virgini	ia Beach Blvd	1.35	28000	F	96%	1%	1%	1%	1%	0%	F	0.091	F	0.642	30000	F	2003
~					From:		US 13 N	Military H	wy								
58 Virgini	ia Beach Blvd	0.79	27000	F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.507	30000	F	2003
~					To:		SR 165 K	Kempsvill	e Rd	-							
58 Virgini	ia Beach Blvd	0.93	33000	F	98%	0%	1%	0%	0%	0%	С	0.087	F	0.557	36000	F	2003
					To:	W	CL Va Bea	ch @ Nev	vtown Rd								
					From:		ECL	Hampton	l								
60 (64)		0.09				S	ee I-64 fo	or direct	ional traf	fic volur	me est	imates fo	r this	segment.			
$\sim$	Combine	d Traffic:	96000	G	95%	0%	1%	1%	3%	0%	F	NA			98000	G	
					From:		Bay	yville St		-							
60 (64)		1.74			110111.	S	ee I-64 fo	or direct	ional traf	fic volur	me est	imates fo	r this	segment.			
$\sim$	Combine	d Traffic:	86000	F	95 <u>%</u>	0%	1%	1%	3%	0%	F	NA			89000	F	
					To: From:		4th	View St									
1th \/i	ew Street	0.25	12000	F	98%	1%	1%	I-64 0%	0%	0%	С	0.084	F	0.520	14000	F	2003
60 4th Vi	ew Sireei	0.25	12000	Г	90 70 To:	1 70		iew Ave		070	C	0.004	Г	0.529	14000	Г	2003
					From:			View St	Last								
60 Ocear	n View Ave East	1.42	15000	F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.523	16000	F	2003
~					To:		SR 194 Ch	hesaneake	Blvd								
60 Ocear	n View Ave East	2.09	20000	F	98%	0%	1%	0%	0%	0%	С	0.080	F	0.554	22000	F	2003
\$					To		5th	n Bay St									
60 Ocear	n View Ave East	0.99	17000	F	98%	0%	1%	0%	0%	0%	F	0.087	F	0.519	19000	F	2003
00)		0.00		-	T	• 70					•	0.00.	•	0.0.0		•	
60 Shore	Dr	0.88	22000	F	98%	1%	1%	st Street 0%	0%	0%	С	0.088	F	0.512	24000	F	2003
60 Shore	ы	0.00	22000	-	90 /6	1 /0				0 /0	C	0.000		0.512	24000		2000
~~ ~~	5	0.07		_	From:	00/	SR 170 L				_	0.000	_	0.554			2000
60 Shore	Dr	0.97	29000	F	98% To:	0%	1%	0%	0%	0%	F	0.092	F	0.554	30000	F	2003
								irginia Be	acii								
Occar	n View Ave	1.96	7400	F	99%	0%	0%	-64 W 0%	0%	0%	С	0.095	F	0.544	8100	F	2003
60 Ocear	i view Ave	1.90	7400	Г	99 70 To:	070		View St	070	070	C	0.095	Г	0.544	0100	Г	2003
					From:												
East		0.09	48000	F	94%	0%	1%	Hampton	3%	0%	F	0.069	F		50000	F	2003
64	Combino		96000	G	95%	0%	1%	1%	3%	0%	F	NA	'		98000	G	2000
	Combine	u manic.	30000	G		0 /0			3 /0	0 /0	'	INA			90000	G	
East					From:		Bay	yville St									
64)		1.74	43000	F	94%	0%	1%	1%	3%	0%	F	0.074	F		44000	F	2003
	Combine	d Traffic:	86000	F	95%	0%	1%	1%	3%	0%	F	NA			89000	F	
- oot					From:		4th	View St									
64)		1.30	42000	F	94%	0%	1%	1%	3%	0%	F	0.074	F		44000	F	2003
04)	Combine	d Traffic:		F	95%	0%	1%	1%	3%	0%	F	NA	•		84000	F	_000
	Combine	a manio.	0.000	•		J /0			J /0	J /0	•	. •/ ١			5-1000	•	
ast					From:		В	ay Ave									
64)		1.09	47000	F	94%	0%	1%	1%	3%	0%	F	0.072	F		49000	F	2003
	Combine	d Traffic:	91000	F	95%	0%	1%	1%	3%	0%	F	NA			93000	F	
					To: From:		New	Gate Rd									
-aat								_									
East		U 31	51000	_	0/10/-	00/-	10/-	10/	30/	00/-	_	0.075	F		53000	F	2002
East 64	Combine	0.31 d Traffic:	51000	F F	94% 95%	0% 0%	1% 1%	1% 1%	3% 3%	0% 0%	F F	0.075 NA	F		53000 92000	F F	2003

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
city of Norfolk				From:					_ · · · · · · ·							
East	1.38	57000	F	91%	0%	I-564, US 1%	460 Gran	6%	0%	F	0.087	F		57000	F	2003
64	Combined Traffic:		G	93%	0%	1%	1%	5%	0%	, F	NA	'		145000	G	2003
	Combined Trainc.	142000	G	33 70 T	0 70				070	'	INA			143000	J	
East				From:		SR 168	Tidewater	Dr								
64)	1.04	60000	F	91%	0%	1%	1%	6%	0%	F	0.083	F		63000	F	2003
	Combined Traffic:	133000	G	93%	0%	1%	1%	5%	0%	F	NA			139000	G	
				To: From:		SR 194 Cl	nesapeake	Blvd	ŀ							
East 64)	1.00	61000	F	91%	0%	1%	1%	6%	0%	F	0.076	F		64000	F	2003
04)	Combined Traffic:		G	93%	0%	1%	1%	5%	0%	F	NA	•		150000	G	
	Combined Traine.	14000	J		0 70				070		IVA			130000	J	
ast				From:		SR 247	Norview A	lve								
64)	1.26	66000	F	91%	0%	1%	1%	6%	0%	F	0.071	F		69000	F	2003
	Combined Traffic:	163000	G	93%	0%	1%	1%	5%	0%	F	NA			170000	G	
1				To		SR 165	Military H	wy								
ast	1.19	67000	F	91%	0%	1%	1%	6%	0%	F	0.08	F		72000	F	2003
64	Combined Traffic:		G	93%	0%	1%	1%	5%	0%	F	NA			171000	G	2000
	Combined Haille.	102000	G	-					U 70	r	INA			17 1000	G	
ast				From:	US	13 SR 166	Northam	oton Blvd								
64)	1.74	70000	F	91%	0%	1%	1%	6%	0%	F	0.076	F		74000	F	2003
	Combined Traffic:	169000	G	92%	0%	1%	1%	6%	0%	F	NA			179000	G	
				To:			I-264		-							
ast	1.34	68000	_	91%	0%	1%	1%	6%	0%	F	0.092	F		71000	F	2003
64			F	91%			1%					Г		71000		2003
	Combined Traffic:	134000	F	91% To:	0%	1% WCL V	irginia Be	6%	0%	F	NA			140000	F	
						WCE V	прина Бе									
l <b>ity of Virginia Bea</b> East	ach			From:		ECI	Norfolk		Ī							
64)	1.35	68000	F	91%	0%	1%	1%	6%	0%	F	0.092	F		71000	F	2003
	Combined Traffic:	134000	F	91%	0%	1%	1%	6%	0%	F	NA			140000	F	
				To		India	n River Ro	1								
ast				From:					201	_		_				
			_	0404			1%	6%	0%	F	0.081	F			_	
	1.57	58000	F	91%	0%	1%				_		•		60000	F	2003
	1.57 Combined Traffic:		F F	91 <u>%</u>	0% 0%	1%	1%	6%	0%	F	NA			60000 123000	F F	2003
54	Combined Traffic:					1%		6%	0%	F	NA	<u>'</u>				2003
64)	Combined Traffic:			91 <u>%</u>		1% ECL (	1% Chesapeak	6% e	0%	F	NA					2003
ity of Chesapeake	Combined Traffic:	120000	F	91% To:	0%	1% ECL (	1% Chesapeak irginia Be	6% e						123000	F	
ity of Chesapeake	Combined Traffic:	120000 58000	F	91% To:	0%	1% ECL 0 WCL V 1%	1% Chesapeak irginia Bea 1%	6% e ach 6%	0%	F	0.081	F		123000 60000	F	
ity of Chesapeake	Combined Traffic:	120000 58000	F	91% To: 91% 91%	0%	1% ECL 0 WCL V 1% 1%	1% Chesapeak  irginia Bea 1% 1%	6% e ach 6% 6%						123000	F	
ity of Chesapeake	Combined Traffic:	120000 58000	F	91% To: 91% 91%	0% 0% 0%	WCL V 1% 1% Greenb	1% Chesapeak  irginia Ber 1% 1% rier Parkw	6% e ach 6% 6%	0% 0%	F	0.081 NA			123000 60000	F	2003
ity of Chesapeake	Combined Traffic:  0.98 Combined Traffic:  1.49	120000 58000 120000 58000	F F F	91% To: 91% 91% 91% 91% 91%	0% 0% 0% 0%	1% ECL 0 WCL V 1% 1% Greenb	1% Chesapeak irginia Bea 1% 1% rier Parkw	6% e ach 6% 6% ay 6%	0%	F F	0.081 NA 0.084			123000 60000 123000 63000	F F F	2003
ity of Chesapeake	Combined Traffic:  0.98 Combined Traffic:	120000 58000 120000 58000	F F F	91% To: 91% 91%	0% 0% 0%	WCL V 1% 1% Greenb	1% Chesapeak  irginia Ber 1% 1% rier Parkw	6% e ach 6% 6%	0% 0%	F F	0.081 NA	F		60000 123000	F F F	2003
ity of Chesapeake	Combined Traffic:  0.98 Combined Traffic:  1.49	120000 58000 120000 58000	F F F	91% From 91% 91% 91% 91% 91%	0% 0% 0% 0%	1% ECL 0 WCL V 1% 1% Greenb	1% Chesapeak  irginia Be: 1% 1% rier Parkw 1% 1%	6% es 6% 6% es 6% 6% 6%	0% 0% 0%	F F	0.081 NA 0.084	F		123000 60000 123000 63000	F F F	2003
ity of Chesapeake	Combined Traffic:  0.98 Combined Traffic:  1.49 Combined Traffic:	58000 120000 58000 121000	F F F	91% To:  91% 91% 91% 91% 91% 91% 91% 91%	0% 0% 0% 0%	1% ECL 0  WCL V 1% 1% Greenb 1% 1% SR 168 B	1% Chesapeak irginia Ber 1% 1% 1% rier Parkw 1% 1%	6% esch 6% 6% esch 6% 6% esch	0% 0% 0% 0%	F F F	0.081 NA 0.084 NA	F		60000 123000 63000 128000	F F F	2003
ity of Chesapeake fast 64	Combined Traffic:  0.98 Combined Traffic:  1.49 Combined Traffic:	120000 58000 120000 58000 121000 51000	F F F	91% To:  91% 91% 91% 91% 91% 91% 91%	0% 0% 0% 0%	1% ECL 0  WCL V 1% 1% Greenb 1% SR 168 B 1%	1% Chesapeak irginia Ber 1% 1% rier Parkw 1% 1% attlefield	6% esch 6% 6% e	0% 0% 0% 0% 0%	F F F	0.081 NA 0.084 NA	F		60000 123000 63000 128000 56000	F F F F	2003
ity of Chesapeake	Combined Traffic:  0.98 Combined Traffic:  1.49 Combined Traffic:	120000 58000 120000 58000 121000 51000	F F F	91% To 91% 91% 91% 91% 91% 91% 91% 91%	0% 0% 0% 0%	1% ECL C  WCL V 1% 1% Greenb 1% 5R 168 B 1% 1%	1% Chesapeak irginia Ber 1% 1% rier Parkw 1% 1% attlefield 1%	6% esch 6% 6% esch 6% 6% esch	0% 0% 0% 0%	F F F	0.081 NA 0.084 NA	F		60000 123000 63000 128000	F F F	2003
ity of Chesapeake East 64	Combined Traffic:  0.98 Combined Traffic:  1.49 Combined Traffic:	120000 58000 120000 58000 121000 51000	F F F	91% To:  91% 91% 91% 91% 91% 91% 91%	0% 0% 0% 0%	1% ECL C  WCL V 1% 1% Greenb 1% 5R 168 B 1% 1%	1% Chesapeak irginia Ber 1% 1% rier Parkw 1% 1% attlefield	6% esch 6% 6% e	0% 0% 0% 0% 0%	F F F	0.081 NA 0.084 NA	F		60000 123000 63000 128000 56000	F F F F	2003
ity of Chesapeake East 64	Combined Traffic:  0.98 Combined Traffic:  1.49 Combined Traffic:	120000 58000 120000 58000 121000 51000	F F F	91% To 91% 91% 91% 91% 91% 91% 91% 91%	0% 0% 0% 0%	1% ECL C  WCL V 1% 1% Greenb 1% 5R 168 B 1% 1%	1% Chesapeak irginia Ber 1% 1% rier Parkw 1% 1% attlefield 1%	6% esch 6% 6% e	0% 0% 0% 0% 0%	F F F	0.081 NA 0.084 NA	F		60000 123000 63000 128000 56000	F F F F	2003
ity of Chesapeake East 64	Combined Traffic:  0.98 Combined Traffic:  1.49 Combined Traffic:  1.22 Combined Traffic:	120000 58000 120000 58000 121000 51000 109000 40000	F F F F	91% To:  91% 91% 91% 91% 91% 91% 91% From 91% 91% 91%	0% 0% 0% 0% 0%	1% ECL ( WCL V 1% 1% Greenb 1% 1% SR 168 B 1% 1%	1% Chesapeak irginia Ber 1% 1% rier Parkw 1% 1% attlefield 1% 1% 1%	6% es ach 6% 6% es av 6% 6% 6% 6%	0% 0% 0% 0% 0%	F F F	0.081 NA 0.084 NA 0.088 NA	F		60000 123000 63000 128000 56000 117000	F F F F	2003
ity of Chesapeake ast 64	Combined Traffic:  0.98 Combined Traffic:  1.49 Combined Traffic:  1.22 Combined Traffic:  4.31	120000 58000 120000 58000 121000 51000 109000 40000	F F F F	91% To	0% 0% 0% 0% 0% 0%	1% ECL C  WCL V 1% 1% Greenb 1% 5R 168 B 1% 1% 1%	1% Chesapeak irginia Ber 1% 1% 1% 1% 1% 1% 11% 1% 1464 1% 1%	6% es ach 6% 6% 6% 6% 6% 6% 6%	0% 0% 0% 0% 0% 0%	F F F F	0.081 NA 0.084 NA 0.088 NA	F		60000 123000 63000 128000 56000 117000	F F F F	2003
ity of Chesapeake ast 64	Oombined Traffic:  0.98 Combined Traffic:  1.49 Combined Traffic:  1.22 Combined Traffic:  4.31 Combined Traffic:	120000 58000 120000 58000 121000 51000 109000 40000 81000	F F F F	91% To:  91% 91% 91% 91% 91% 91% 91% 91% 91% 91	0% 0% 0% 0% 0% 0% 0% US 1	1% ECL C  WCL V 1% 1% 1% Greenb 1% 1% SR 168 B 1% 1% 1% 1% 1% 1% 1% 1% 17 George V	1% Chesapeak irginia Ber 1% 1% 1% 1% 1% 1% 1% 1% 14 1% 14 1% 14 1% 14 1% 14 1% 14 1% 14 1% 18 19 19 19 19 19 19 19 19 19 19 19 19 19	6% es ach 6% 6% 6% 6% 6% 6% 6% 6% 6% 6% 6% 6% 6%	0% 0% 0% 0% 0% 0% 0%	F F F F	0.081 NA 0.084 NA 0.088 NA 0.090 NA	F		123000 60000 123000 63000 128000 56000 117000 43000 86000	F F F F F	2003 2003 2003 2003
East 64  East 64  East 64  East 64  East 64	Combined Traffic:  0.98 Combined Traffic:  1.49 Combined Traffic:  1.22 Combined Traffic:  4.31	120000 58000 120000 58000 121000 51000 109000 40000 81000	F F F F	91% To	0% 0% 0% 0% 0% 0%	1% ECL C  WCL V 1% 1% Greenb 1% 5R 168 B 1% 1% 1%	1% Chesapeak irginia Ber 1% 1% 1% 1% 1% 1% 11% 1% 1464 1% 1%	6% es ach 6% 6% 6% 6% 6% 6% 6%	0% 0% 0% 0% 0% 0%	F F F F	0.081 NA 0.084 NA 0.088 NA	F		60000 123000 63000 128000 56000 117000	F F F F	2003 2003 2003 2003 2003

					No	orfolk Ma	intenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
itv of Chesapeake				-									. 4010.			
ast	2.31	34000	F	91%	0%	13 US 46 1%	0 Military 1%	Highway 6%	0%	F	0.085	F		35000	F	2003
64	Combined Traffic:	68000	F	91%	0%	1%	1%	6%	0%	, F	0.003	' F	0.511	70000	F	2000
	Combined Trainic.	00000		To:	070		64, I-664	070	070		0.032	'	0.511	70000		
ity of Norfolk				-												
Rev	5.99	22000	G	100%	 0%	egin Revers 0%	0%	At 1-564 0%	0%	С	0.160	F		22000	G	2003
64	Combined Traffic:		G	93%	0%	1%	1%	5%	0%	F	NA	•		170000	G	2000
	Combined Traine.	100000		To:	070		To I-64 E			•	1471			170000		
Rev	2.10	18000	•	100%	00/	•	0%		00/	0	0.450	_		10000	0	2001
64	2.18 Combined Traffic:		G G	92%	0% 0%	0% 1%	0% 1%	0% 6%	0% 0%	C F	0.158 NA	F		18000 179000	G G	2003
	Combined Trainc.	169000	G	92 % To:		Temp End			0%	Г	NA			179000	G	
'est				From:			Hampton									
64)	0.17	48000	G	95%	0%	1%	1%	3%	0%	F	0.071	F		48000	G	2003
	Combined Traffic:	96000	G	95%	0%	1%	1%	3%	0%	F	NA			98000	G	
oot				To: From:		Ba	yville St									
/est	2.00	44000	F	95%	0%	1%	1%	3%	0%	F	0.07	F		45000	F	2003
3-7)	Combined Traffic:	86000	F	95%	0%	1%	1%	3%	0%	F	NA	-		89000	F	
				To: From:		4th	View St		1							
est	0.80	39000	F	95%	0%	1%	1%	3%	0%	F	0.065	F		40000	F	2003
54	Combined Traffic:		F	95%	0%	1%	1%	3%	0%	F	NA	•		84000	F	2000
	Combined Trainc.	01000	•	33 /0 To:	0 70			370	070	ļ	INA			04000	<u>'</u>	
est				From:			ay Ave								_	
64)	0.90	43000	F	95%	0%	1%	1%	3%	0%	F	0.064	F		45000	F	2003
	Combined Traffic:	91000	F	95%	0%	1%	1%	3%	0%	F	NA			93000	F	
/est				From:		Nev	v Gate Rd									
64)	1.26	38000	F	95%	0%	1%	1%	3%	0%	F	0.067	F		39000	F	2003
	Combined Traffic:	90000	F	95%	0%	1%	1%	3%	0%	F	NA			92000	F	
/est				From:		I-564, US	460 Granl	oy St								
64)	0.92	62000	F	91%	0%	1%	1%	6%	0%	F	0.096	F		66000	F	2003
	Combined Traffic:	142000	G	93%	0%	1%	1%	5%	0%	F	NA			145000	G	
'est				To: From:		SR 168	Tidewater	Dr								
64	0.98	51000	F	91%	0%	1%	1%	6%	0%	F	0.088	F		53000	F	2003
	Combined Traffic:	133000	G	93%	0%	1%	1%	5%	0%	F	NA			139000	G	
				To: From:		SR 194 C	hesapeake	Blvd	-							
/est	0.96	61000	F	91%	0%	1%	1%	6%	0%	F	0.094	F		64000	F	2003
34	Combined Traffic:		G	93%	0%	1%	1%	5%	0%	F	NA	'		150000	G	2000
				т			Norview A			•						
/est	4.04		_	From:	00/				00/	_	0.00	_		70000	_	0000
64)	1.24	75000	F	91%	0%	1%	1%	6% 50/	0%	F	0.08	F		79000	F	2003
	Combined Traffic:	163000	G	93%	0%	1%	1%	5%	0%	F	NA			170000	G	
/est				From:			Military H		-							
64)	1.07	73000	F	91%	0%	1%	1%	6%	0%	F	0.084	F		77000	F	2003
	Combined Traffic:	162000	G	93%	0%	1%	1%	5%	0%	F	NA			171000	G	
/est				From:	US	13, SR 160	6 Northam	oton Blvd	-							
64)	2.20	81000	F	91%	0%	1%	1%	6%	0%	F	0.075	F		87000	F	2003
	Combined Traffic:	169000	G	92%	0%	1%	1%	6%	0%	F	NA			179000	G	
				To- From:			I-264									
	U 83	67000	F	Q1%	U0/~	1%	1%	6%	U%	F	ሀ ሀහሪ	F		ഒമറവ	F	2003
Vest 64	0.83 Combined Traffic:	67000 134000	F F	91% 91%	0% 0%	1% 1%	1% 1%	6% 6%	0% 0%	F F	0.083 NA	F		68000 140000	F F	2003

					INC	ortolk ivia	amtenan	ce Area								
Route	Leng	h <b>AAD</b> 1	QA.	4Tire	Bus		TrTr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Virginia Be	each			From:					-							
West	1.75	67000	) F	91%	0%	1%	L Norfolk 1%	6%	0%	F	0.083	F		68000	F	2003
64	Combined Traffi			91%	0%	1%	1%	6%	0%	F	NA	•		140000	F	2000
	Combined Train	0. 10-100	•	To:	070					•	147 (			140000	•	
West				From:			an River R									
(64)	1.17			91%	0%	1%	1%	6%	0%	F	0.080	F		64000	F	2003
	Combined Traffi	c: 12000	0 F	91% To:	0%	1%	1% Chesapeal	6%	0%	F	NA			123000	F	
C' CCI I						LCL	Chesapear	···								
City of Chesaneak West	e			From:		WCL V	/irginia Be	ach	Ī							
( <del>64</del> )	0.89	62000	) F	91%	0%	1%	1%	6%	0%	F	0.080	F		64000	F	2003
	Combined Traffi	c: <b>12000</b>	0 F	91%	0%	1%	1%	6%	0%	F	NA			123000	F	
Most				To: From:		Green	brier Parkv	vay								
West 64	1.78	63000	) F	91%	0%	1%	1%	6%	0%	F	0.088	F		65000	F	2003
04)	Combined Traffi			91%	0%	1%	1%	6%	0%	F	NA	•		128000	F	
			-	т			Battlefield				-					
West	0.00	F000	<b></b> .	From:	00/				00/	k I	0.000	N.I		64000	N.	2002
64	0.82			91%	0%	1%	1%	6% 6%	0%	N	0.090	N		61000	N	2003
	Combined Traffi	C: 10900	0 N	91% To:	0%	1%	1% US 17	6%	0%	N	NA			117000	N	
West				From:			Battlefield	Blvd								
64)	0.49	58000	) F	91%	0%	1%	1%	6%	0%	F	0.090	F		61000	F	2003
	Combined Traffi	c: <b>10900</b>	0 F	91%	0%	1%	1%	6%	0%	F	NA			117000	F	
West				To: From:			I-464									
64	0.41	36000	) F	91%	0%	1%	1%	6%	0%	F	0.09	F		37000	F	2003
04)	Combined Traffi			91%	0%	1%	1%	6%	0%	F	NA			80000	F	
				To:		SR 190 G	reat Bridge	- Blvd								
West	2.00	4400		From:					00/	_	0.000	_		40000	_	2002
64	3.86			91%	0%	1%	1%	6% 6%	0%	F	0.088	F		42000	F	2003
	Combined Traffi	C: 81000	) F	91%	0%	1%	1%	6%	0%	F	NA			86000	F	
West				From:	US	S 17 Georg	ge Washing	gton Hwy	-							
(64)	1.86	34000	) F	91%	0%	1%	1%	6%	0%	F	0.094	F		35000	F	2003
	Combined Traffi	c: <b>6900</b> 0	) F	91%	0%	1%	1%	6%	0%	F	NA			72000	F	
West				To: From:	J	JS 13, US	460 Milita	ary Hwy								
(64)	1.65	34000	) F	91%	0%	1%	1%	6%	0%	F	0.091	F		35000	F	2003
<b>O</b> +)	Combined Traffi	c: <b>6800</b> 0	) F	91%	0%	1%	1%	6%	0%	F	NA			70000	F	
				To:		I-2	264, I-664									
City of Portsmout	h								_							
Coores Mr.	objectos I kr. 000	2000		From:	00/		Frederick I		00/	_	0.000	_	0.707	22000	_	2002
(141) George Wa	shington Hw 0.36	20000	) F	95%	0%	0%	1%	3%	0%	F	0.089	F	0.707	22000	F	2003
				From:	201		37 Elm Av						0 = 10	10000		
141 George Wa	shington Hw 0.48	16000	) F	95%	0%	0%	1%	3%	0%	F	0.079	F	0.712	18000	F	2003
				From:			mouth Blv									
141 Effingham S	St 0.76	26000	) F	93%	1%	2%	2%	2%	0%	С	0.084	F	0.633	29000	F	2003
$\stackrel{\smile}{=}$				To: From:			I-264									
(141) Effingham S	St 0.18	33000	) F	95%	0%	0%	1%	3%	0%	F	0.067	F	0.622	36000	F	2003
$\stackrel{\sim}{=}$				To: From:		ç	South St		-							
(141) Effingham S	St 0.25	25000	) F	98%	1%	0%	0%	1%	0%	F	0.07	F	0.533	28000	F	2003
				To: From:			High St									
(141) Effingham S	St 0.06	21000	) F	98%	1%	0%	0%	1%	0%	F	0.071	F	0.524	23000	F	2003
$\overline{}$				To:			ndon Blvd									
(141) London Blvd	4 0.23	21000	) F	98%	1%	Eff 0%	ingham St 0%	1%	0%	F	0.084	F	0.712	23000	F	2003
141 LUNUUN BIVO	d 0.33	21000	, г	98% To:	1 70		Elm Ave	1 70	U-70	r	0.084	۲	0.712	23000	Г	2003
-				1			AIII AVC									

					No	orfolk Maintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth				_											
141 London Blvd	0.83	24000	F	98% To:	1%	Elm Ave 0% 0% M L King Freew	1%	0%	С	0.088	F	0.726	26000	F	2003
				From:			ay								
164 Western Freeway	0.88	32000	F	94%	0%	ECL Suffolk 1% 2%	3%	0%	С	0.091	F	0.51	36000	F	2003
(164) Western Freeway	4.07	22000	Α	From: 95%	0%	Towne Point Ro	3%	0%	С	0.099	Α	0.604	25000	Α	2003
				To:	East	End of Western Free	way Bridg	ge							
City of Chesaneake				From:	BUS	US 17 George Wash	ington Hy	X/V							
165 Cedar Rd	2.40	13000	G	98%	1%	1% 0%	0%	0%	С	0.085	F	0.585	14000	G	2003
				From:		West Rd			_						
165 Cedar Rd	1.29	11000	G	98%	1%	1% 0% S 17; SR 104 Domini	0%	0%	F	0.089	F	0.604	12000	G	2003
165 Cedar Rd	0.28	22000	G	98%	0%	1% 0%	0%	0%	С	0.087	F	0.552	24000	G	2003
(165) Cedar Rd	2.01	22000	G	From: 98%	0%	Bells Mill Rd We	est 0%	0%	F	0.088	F	0.553	24000	G	2003
100				To:	1	131-8798 Bells Mill F	d Fast								
165 Cedar Rd	1.73	23000	G	98%	0%	1% 0%	0%	0%	F	0.076	F	0.506	25000	G	2003
Bus				From:	I	Bus SR 168 Battlefiel	d Blvd								
165 168 Battlefield Blvd	0.26	31000	G	98%	0%	1% 1%	1%	0%	С	0.077	F	0.517	33000	G	2003
(165) Mt Pleasant Rd	0.75	18000	G	From: 97%	0%	3US SR 168 Battlefie 1% 2%	ld Blvd 1%	0%	F	0.092	F	0.579	19000	G	2003
				To- From:	5	SR 168 Great Bridge	Bypass								
165 Mt Pleasant Rd	2.57	17000	G	97%	0%	1% 2%	1%	0%	С	0.093	F	0.562	19000	G	2003
165 Mt Pleasant Rd	4.53	10000	G	From: 97%	0%	31-866 Centerville T 1% 1%	urnpike 1%	0%	С	0.096	F	0.518	11000	G	2003
				To- From:	1.	31-8667 Fentress Air	field Rd								
165 Mt Pleasant Rd	0.91	9700	G	97% To:	0%	1% 1% WCL Virginia Be	1% ach	0%	F	0.101	F	0.579	10000	G	2003
City of Norfolk						Web viiginia be									
				From:	WCL V	irginia Beach, SR 403	Newtow								
165 Kempsville Rd	1.00	21000	F	99%	0%	1% 0%	0%	0%	С	0.089	F	0.633	23000	F	2003
(165) Kempsville Rd	1.70	12000	F	From: 99%	0%	US 58 Virginia Beach	0%	0%	F	0.102	F	0.503	13000	F	2003
				To: From:		Northampton Blv									
165 13 Northampton Blvd	0.10	48000	N	97 <u>%</u>	1%	1% 0%	1%	0%	N	0.073	N	0.526	53000	N	2003
				To: From:		SR 166 US13 SR 166; US13									
165 Military Hwy North	0.62	49000	F	98%	1%	1% 0%	1%	0%	F	0.087	F	0.541	53000	F	2003
(165) Military Hwy North	0.60	30000	F	From: 98%	1%	I-64 1% 0%	1%	0%	F	0.094	F	0.546	33000	F	2003
				To: From:		SR 192 Azalea Gard									
165 Military Hwy North	0.39	27000	F	98%	1%	1% 0% SR 247 Norview A	1%	0%	С	0.088	F	0.541	30000	F	2003
165 Military Hwy North	1.65	30000	F	98%	1%	1% 0%	1%	0%	F	0.079	F	0.535	32000	F	2003
165) Little Creek Rd	0.12	42000	F	From: 96%	1%	SR 170 Little Creel	1%	0%	F	0.079	F	0.506	46000	F	2003
	V.12		•	To:		SR 194; Chesapeake				0.070	•	0.000		•	
165 Little Creek Rd	0.58	26000	F	98%	0%	1% 0%	1%	0%	С	0.084	F	0.582	29000	F	2003
165 Little Creek Rd	0.86	28000	F	From: 96%	1%	idewater & Sewells F 2% 1%	oint Rd 1%	0%	F	0.088	F		30000	F	2003
				To:		I-64									

					N	orfolk Mainter	iance Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A	-Truck xle 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk															
165 Little Creek Rd	0.36	35000	F	From: 96%	1%	I-64 2% 19	% 1%	0%	F	0.075	F	0.534	38000	F	2003
165 Ettile Oreck Nu	0.50	33000	•	JO 70	1 70			<u> </u>	•	0.075	•	0.004	30000		2000
165) Little Creek Rd	1.19	22000	F	From: 98%	1%	US 460 Gra 1% 0°		0%	С	0.084	F	0.542	24000	F	2003
103) = 1110 010011110	0		•	To	.,,	Diven S				0.00	•	0.0.2		•	
165) Little Creek Rd	0.78	15000	F	From: 98%	1%	1% 0°		0%	F	0.090	F	0.585	16000	F	2003
103)=				To:	.,,	SR 337 Hamp			-					-	
City of Chesapeake															
	0.05	4000	•	From:		S 17; SR 104 Do		00/	_	0.400	_	0.040	4.400	•	0000
166 Bainbridge Blvd	2.05	4000	G	87%	1%	2% 69	% 5%	0%	F	0.102	F	0.616	4400	G	2003
Deliahaidaa Dhad	0.00	2222		From:	40/	SR 190 Great B		00/		0.004		0.500	0400		0000
166 Bainbridge Blvd	0.69	8300	G	87% To:	1%	2% 6° US 13 Milita		0%	С	0.094	F	0.530	9100	G	2003
				From:		MILITARY									
166 (460) Bainbridge Blvd	1.99	11000	G	97%	0%	1% 19	% 1%	0%	F	0.079	F	0.547	11000	G	2003
				To: From:		Chesapeak	e Dr								
166 460 Bainbridge Blvd	0.81	9600	G	97%	0%	1% 19	% 1%	0%	С	0.077	F	0.575	10000	G	2003
				To: From:		SR 337 Poind									
166)(460) Poindexter St	0.56	9200	G	96%	0%	Bainbridge 1% 1		0%	С	0.099	F	0.622	10000	G	2003
166 A60 Poindexter St	0.50	9200	G	90 /0	0 /0			0 /0	C	0.099		0.022	10000	G	2003
166) 460 22nd Street	0.20	6500	G	From: 97%	0%	Liberty 2% 0°		0%	С	0.11	F	0.725	7000	G	2003
166 460 22nd Street	0.39	6500	G	97 %	U%	SCL Nor		0%	C	0.11	Г	0.725	7000	G	2003
Str. of Norfalls															
City of Norfolk				From:		NCL Chesa	peake								
166 (460) Wilson Rd	0.65	8400	F	96%	0%	1% 19	% 2%	0%	F	0.096	F	0.619	9200	F	2003
				To: From:		Campostell									
166)(460) Campostella Rd	0.73	39000	F	96%	1%	1% 19		0%	F	0.099	F	0.700	43000	F	2003
100 400 Campootolia i ta	0.70	00000	•	T	170				•	0.000	•	0.700	10000	•	2000
166)(460) Brambleton Ave	0.30	44000	F	From: 96%	1%	Kimball 7		0%	С	0.085	F	0.625	48000	F	2003
100 400 Brambioton 7 110	0.00		•	To:	170				Ü	0.000	•	0.020	10000	•	2000
166) Park Ave	0.45	15000	F	From: 98%	1%	BRAMBLETO 1% 0°		0%	С	0.096	F	0.589	17000	F	2003
166/1 011/7/00	0.43	10000	•	JU /0	1 70			070	O	0.000	•	0.505	17000	ı	2000
166) Park Ave	0.14	13000	F	From: 98%	1%	US 58 Va Bea		0%	F	0.083	F	0.507	14000	F	2003
166) 1 dik Ave	0.14	13000	•	30 70 T	1 /0			0 70	'	0.003	•	0.507	14000	'	2003
166) Princess Anne Rd	0.65	19000	F	From: 96%	1%	Princess An		<del>-</del>	F	0.096	F	0.647	20000	F	2003
166 Fillicess Allile Ru	0.03	19000	-	90 /6	1 /0			0 /6		0.090	1	0.047	20000	ı	2003
166) Princess Anne Rd	0.30	19000	F	From: 96%	1%	2% 19		00/	F	0.091	F	0.621	21000	F	2003
166 Princess Affile Ru	0.30	19000	Г	90%	170			0%	Г	0.091	Г	0.631	21000	Г	2003
Dringges Appe Dd	0.05	24000	В	From:	10/	Ballentine 20/ 10		00/		0.007	^	0.515	22000	D	2002
166 Princess Anne Rd	0.95	21000	В	96%	1%	2% 19	% 1%	0%	С	0.097	Α	0.515	23000	В	2003
Drinesse Anna Dd	1.10	22000	_	From:	40/	Azalea Gard		00/		0.070		0.540	25000	_	2002
166 Princess Anne Rd	1.46	23000	F	96% To:	1%	2% 19 US 13 Milita		0%	F	0.078	F	0.543	25000	F	2003
				From:		MILITARY									
166) (13) Northampton Blvd	0.10	48000	N	97%	1%	1% 09	% 1%	0%	Ν	0.073	Ν	0.526	53000	Ν	2003
				To: From:		SR 165 Princess									
166 13 Northampton Blvd	0.78	36000	F	93%	0%	SR 165 Milita 1% 3°		0%	С	0.101	F	0.532	37000	F	2003
166 13 Northampton Blvd	0.70	23000	•	JU /U	<b>U</b> /U		/0		9	0.101	•	0.002	37 000	•	2000
166) 13 Northampton Blvd	0.50	85000	F	From: 95%	0%	2% 0°	% 3%	0%	F	0.079	F	0.598	89000	F	2003
166 13 Northampton Blvd	0.20	00000	•	95 76 To:		US 13; CL Virg		0 /0		0.018	1	0.030	39000	'	2003
City of Chesapeake						,									
				From:		North Carolina	State Line								
168 Battlefield Blvd	1.79	21000	Α	96%	0%	1% 19	% 1%	0%	С	0.184	Α	0.554	19000	Α	2003
				To:	F	US SR 168 Batt	lefield Blvd								

						ortoik Maintenan									
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
			_	From:		SUS SR 168 Battlefie			_		_			_	
168 Toll Road	6.11	71000	F	96%	0%	1% 1%	1%	0%	F	0.099	F	0.654	65000	F	2003
				To: From:		End Toll Road	i								
168) Great Bridge Bypass	1.76	71000	F	96%	0%	1% 1%	1%	0%	F	0.099	F	0.654	65000	F	2003
$\smile$				To	B	US SR 168 Battlefie	eld Blyd								
168 Great Bridge Bypass	0.20	22000	G	96%	0%	1% 1%	1%	0%	F	0.096	F	0.592	20000	G	2003
108) area =ga = .,pase				т											
Out at Bridge Brosses	4.50	40000	_	From:	00/	Hanbury Rd	40/	-00/	_	0.400	_	0.70	07000		0000
Great Bridge Bypass	1.50	42000	G	96%	0%	1% 1%	1%	0%	F	0.102	F	0.78	37000	G	2003
				From:		SR 165 Mt Pleasar									
168) Great Bridge Bypass	2.49	57000	G	96 <u>%</u>	0%	1% 1%	1%	0%	F	0.091	F	0.691	50000	G	2003
				To:		SR 168 Bus Battlefie									
0-1-0	4.00	50000	_	From:		US SR 168 Battlefie		00/	_	0.000	_	0.044	40000	0	0000
Oak Grove Connector	1.82	56000	G	96%	0%	1% 1%	1%	0%	F	0.089	F	0.641	49000	G	2003
<u> </u>				To: From:		I-64		-							
168 64	0.82				S	ee I-64 for direct	ional tra	fic volur	ne esti	mates fo	r this	segment.			
Combined	d Traffic:	109000	N	91%	0%	1% 1%	6%	0%	Ν	NA			117000	Ν	
			_	To:		I-64; US 17									
				From:		I-64									
168 Battlefield Blvd	0.82	39000	Α	97%	0%	1% 1%	2%	0%	С	0.119	Α	0.515	42000	Α	2003
<u></u>				To: From:		US 13 Military H	Iwy								
168 Battlefield Blvd	0.47	27000	G	97%	0%	1% 1%	2%	0%	F	0.086	F	0.523	29000	G	2003
				To		C									
168) Atlantic Ave	0.42	19000	G	97%	0%	Campostella R 1% 1%	2%	0%	F	0.094	F	0.604	20000	G	2003
168 Atlantic Ave	0.42	19000	G	91 /0	0 /0	170 170	2 /0	0 /0	ı	0.094		0.004	20000	G	2003
				From:		Providence Ro		-							
168 Atlantic Ave	1.16	17000	G	92%	1%	2% 2%	3%	0%	С	0.096	F	0.6	18000	G	2003
<u> </u>				To: From:		Old Atlantic Ave	nue								
168 Atlantic Ave	0.39	10000	G	97%	0%	1% 1%	2%	0%	F	0.094	F	0.662	11000	G	2003
				To		CD 246 Libertel	D.J								
100	0.35	20000	G	97%	0%	SR 246 Liberty 1 1%	2%	0%	F	0.09	F	0.643	21000	G	2003
168	0.55	20000	G	To:	0 70	SCL Norfolk	2 /0	070	'	0.03	•	0.043	21000	O	2003
						SCL NOTION									
City of Norfolk				From:		CCL Nf-ll-		-							
168 Campostella Rd	0.52	22000	F	97%	0%	SCL Norfolk 1% 1%	2%	0%	F	0.086	F	0.603	24000	F	2003
168 Campostella Ru	0.52	22000	Г	9170	070	170 170	Z 70		г	0.000	Г	0.003	24000	Г	2003
								<b></b>	-						
168 Campostella Rd				From:		SR 407 Indian Riv	er Rd								
	0.26	28000	F	From: 97%	0%	SR 407 Indian Rive 1% 1%	2%	0%	F	0.096	F	0.688	30000	F	2003
	0.26	28000	F	97% To:	0%	SR 407 Indian Riv.  1% 1% US 460 Wilson	2%				F	0.688		F	2003
				97% To: From:		SR 407 Indian Rive 1% 1% US 460 Wilson Wilson Rd	2% Rd	0%	F	0.096			30000		
	0.26	28000 39000	F	97% To:	0% 1%	SR 407 Indian Riv.  1% 1% US 460 Wilson	2%				F F	0.688		F	
168 460 Campostella Rd				97% To: From: 96%		SR 407 Indian Rive 1% 1% US 460 Wilson Wilson Rd	2% Rd	0%	F	0.096			30000		
168 460 Campostella Rd				97% To: From:		SR 407 Indian Rive 1% 1% US 460 Wilson Wilson Rd 1% 1%	2% Rd	0%	F	0.096			30000		2003
168 460 Campostella Rd	0.73	39000	F	97% To: From: 96% From: 96%	1%	SR 407 Indian Riversity  1% 1%  US 460 Wilson  Wilson Rd  1% 1%  Kimball Terr  1% 1%	2% Rd 2%	0%	F	0.096	F	0.700	30000 43000	F	2003
168 460 Campostella Rd 168 460 Brambleton Ave	0.73	39000 44000	F	97% To: From: 96%  To: 96%  To: From: From: From: From: From:	1%	SR 407 Indian Riv.  1% 1%  US 460 Wilson Rd  1% 1%  Kimball Terr  1% 1%  Park Ave	2% Rd 2%	0% 0% 0%	F F C	0.096 0.099 0.085	F F	0.700	30000 43000 48000	F F	2003
168 460 Campostella Rd 168 460 Brambleton Ave	0.73	39000	F	97% To: From: 96% From: 96%	1%	SR 407 Indian Riv.  1% 1%  US 460 Wilson Rd  1% 1%  Kimball Terr  1% 1%  Park Ave  1% 1%	2% Rd 2% 2%	0%	F	0.096	F	0.700	30000 43000	F	2003
168 460 Campostella Rd 168 460 Brambleton Ave 168 460 Brambleton Ave	0.73 0.30 0.40	39000 44000 33000	F F	97% To: From: 96% To: 96% To: From: 96% To: From: 96%	1% 1% 1%	SR 407 Indian Rive  1% 1%  US 460 Wilson  Wilson Rd  1% 1%  Kimball Terr  1% 1%  Park Ave  1% 1%  Brambleton Ave	2% Rd 2% 2% 2%	0% 0% 0% 0%	F F C	0.096 0.099 0.085 0.084	F F	0.700 0.625 0.606	30000 43000 48000 37000	F F	2003 2003 2003
168 460 Campostella Rd 168 460 Brambleton Ave 168 460 Brambleton Ave	0.73	39000 44000	F	97% To: From: 96% Ta: From: 96% Ta: From: 96%	1%	SR 407 Indian Riv.  1% 1%  US 460 Wilson Rd  1% 1%  Kimball Terr  1% 1%  Park Ave  1% 1%	2% Rd 2% 2%	0% 0% 0%	F F C	0.096 0.099 0.085	F F	0.700	30000 43000 48000	F F	2003 2003 2003
168 460 Campostella Rd 168 460 Brambleton Ave 168 460 Brambleton Ave	0.73 0.30 0.40	39000 44000 33000	F F	97% To From 96% From 96% From 96%  Ta From 90%	1% 1% 1%	SR 407 Indian Rive  1% 1%  US 460 Wilson  Wilson Rd  1% 1%  Kimball Terr  1% 1%  Park Ave  1% 1%  Brambleton Ave	2% Rd 2% 2% 2% 2% 3%	0% 0% 0% 0%	F F C	0.096 0.099 0.085 0.084	F F	0.700 0.625 0.606	30000 43000 48000 37000	F F	2003 2003 2003
168 460 Campostella Rd 168 460 Brambleton Ave 168 460 Brambleton Ave 168 Tidewater Dr	0.73 0.30 0.40	39000 44000 33000	F F	97% To: From: 96% To: 96% To: From: 96% To: From: 96%	1% 1% 1%	SR 407 Indian Riversity  1% 1%  US 460 Wilson  Wilson Rd  1% 1%  Kimball Terr  1% 1%  Park Ave  1% 1%  Brambleton Ave  1% 5%	2% Rd 2% 2% 2% 2% 3%	0% 0% 0% 0%	F F C	0.096 0.099 0.085 0.084	F F	0.700 0.625 0.606	30000 43000 48000 37000	F F	2003 2003 2003 2003
168 460 Campostella Rd 168 460 Brambleton Ave 168 460 Brambleton Ave 168 Tidewater Dr	0.73 0.30 0.40 0.31	39000 44000 33000 30000	F F F	97% To From 96% From 96% From 90% From 97%	1% 1% 1%	SR 407 Indian Riv.  1% 1%  US 460 Wilson  Wilson Rd  1% 1%  Kimball Terr  1% 1%  Park Ave  1% 1%  Brambleton Av  1% 5%  US 58 Va Beach I  1% 1%	2% Rd 2% 2% 2% 2% 3% Blvd 1%	0% 0% 0% 0% 0%	F C F C	0.096 0.099 0.085 0.084 0.071	F F F	0.700 0.625 0.606 0.502	30000 43000 48000 37000 32000	F F F	2003 2003 2003 2003
168 460 Campostella Rd 168 460 Brambleton Ave 168 460 Brambleton Ave 168 Tidewater Dr 168 Tidewater Dr	0.73 0.30 0.40 0.31 0.89	39000 44000 33000 30000 31000	F F F	97% To From 96% From 96% From 90% To From 97% To From 97%	1% 1% 1% 0%	SR 407 Indian Rive  1% 1%  US 460 Wilson  Wilson Rd  1% 1%  Kimball Terr  1% 1%  Park Ave  1% 1%  Brambleton Av  1% 5%  US 58 Va Beach 1  1% 1%  Lindenwood Av	2% Rd 2% 2% 2% 2% 3% Blvd 1%	0% 0% 0% 0% 0%	F C F C	0.096 0.099 0.085 0.084 0.071	F F F	0.700 0.625 0.606 0.502 0.540	30000 43000 48000 37000 32000 33000	F F F	2003 2003 2003 2003 2003
168 460 Campostella Rd 168 460 Brambleton Ave 168 460 Brambleton Ave 168 Tidewater Dr	0.73 0.30 0.40 0.31	39000 44000 33000 30000	F F F	97% To From 96% Ta From 96% Ta From 96% Ta From 96% Ta From 97%	1% 1% 1%	SR 407 Indian Riv.  1% 1%  US 460 Wilson  Wilson Rd  1% 1%  Kimball Terr  1% 1%  Park Ave  1% 1%  Brambleton Av  1% 5%  US 58 Va Beach I  1% 1%	2% Rd 2% 2% 2% 2% 3% Blvd 1%	0% 0% 0% 0% 0%	F C F C	0.096 0.099 0.085 0.084 0.071	F F F	0.700 0.625 0.606 0.502	30000 43000 48000 37000 32000	F F F	2003 2003 2003 2003 2003
168 460 Campostella Rd 168 460 Brambleton Ave 168 460 Brambleton Ave 168 Tidewater Dr 168 Tidewater Dr 168 Tidewater Dr	0.73 0.30 0.40 0.31 0.89 0.81	39000 44000 33000 30000 31000 30000	F F F	97% To From 96% Ta From 96% Ta From 96% Ta From 976% Ta From 977% Ta From 977% Ta From 977%	1% 1% 1% 0% 0%	SR 407 Indian Riv.  1% 1%  US 460 Wilson  Wilson Rd  1% 1%  Kimball Terr  1% 1%  Park Ave  1% 1%  Brambleton Av  1% 5%  US 58 Va Beach 1  1% 1%  Lindenwood Av  1% 1%  Cromwell Dr	2% Rd 2% 2% 2% 2% 3% Blvd 1% ve 1%	0% 0% 0% 0% 0% 0%	F C F C	0.096 0.099 0.085 0.084 0.071 0.069	F F F	0.700 0.625 0.606 0.502 0.540 0.526	30000 43000 48000 37000 32000 32000	F F F F	2003 2003 2003 2003 2003 2003
168 460 Campostella Rd 168 460 Brambleton Ave 168 460 Brambleton Ave 168 Tidewater Dr 168 Tidewater Dr 168 Tidewater Dr	0.73 0.30 0.40 0.31 0.89	39000 44000 33000 30000 31000	F F F	97% To From 96% Ta From 96% Ta From 96% Ta From 96% Ta From 97%	1% 1% 1% 0%	SR 407 Indian Rivers 1% 1% 1% 1% US 460 Wilson Rd 1% 1% Kimball Terr 1% 1% 1% Park Ave 1% 1% 1% 5% US 58 Va Beach 1 1% 1% 1% Lindenwood Ave 1% 1% 1% 1%	2% Rd  2%  2%  2%  2%  3% Blvd  1%  1%	0% 0% 0% 0% 0%	F C F C	0.096 0.099 0.085 0.084 0.071	F F F	0.700 0.625 0.606 0.502 0.540	30000 43000 48000 37000 32000 33000	F F F	2003 2003 2003 2003 2003 2003
168 460 Campostella Rd 168 460 Brambleton Ave 168 460 Brambleton Ave 168 Tidewater Dr 168 Tidewater Dr 168 Tidewater Dr	0.73 0.30 0.40 0.31 0.89 0.81	39000 44000 33000 30000 31000 30000	F F F	97% To From 96% Ta From 96% Ta From 96% Ta From 976% Ta From 977% Ta From 977% Ta From 97%	1% 1% 1% 0% 0%	SR 407 Indian Riv.  1% 1%  US 460 Wilson  Wilson Rd  1% 1%  Kimball Terr  1% 1%  Park Ave  1% 1%  Brambleton Av  1% 5%  US 58 Va Beach I  1% 1%  Lindenwood Av  1% 1%  Cromwell Dr  1% 1%	2% Rd  2%  2%  2%  2%  3% Blvd  1%  1%	0% 0% 0% 0% 0% 0%	F C F C	0.096 0.099 0.085 0.084 0.071 0.069	F F F	0.700 0.625 0.606 0.502 0.540 0.526	30000 43000 48000 37000 32000 32000	F F F F	2003 2003 2003 2003 2003 2003
168 460 Campostella Rd 168 460 Brambleton Ave 168 460 Brambleton Ave 168 Tidewater Dr 168 Tidewater Dr	0.73 0.30 0.40 0.31 0.89 0.81	39000 44000 33000 30000 31000 30000	F F F	97% To From 96% Ta From 96% Ta From 96% Ta From 976% Ta From 977% Ta From 977% Ta From 977%	1% 1% 1% 0% 0%	SR 407 Indian Riv.  1% 1%  US 460 Wilson  Wilson Rd  1% 1%  Kimball Terr  1% 1%  Park Ave  1% 1%  Brambleton Av  1% 5%  US 58 Va Beach 1  1% 1%  Lindenwood Av  1% 1%  Cromwell Dr	2% Rd  2%  2%  2%  2%  3% Blvd  1%  1%	0% 0% 0% 0% 0% 0%	F C F C	0.096 0.099 0.085 0.084 0.071 0.069	F F F	0.700 0.625 0.606 0.502 0.540 0.526	30000 43000 48000 37000 32000 32000	F F F F	2003 2003 2003 2003 2003 2003 2003 2003

					N	ortolk ivia	aintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk				_					-							
Tidouator Dr	0.56	22000	_	From:	00/	10/	I-64	00/	00/	_	0.002	_	0.600	24000	_	2002
168 Tidewater Dr	0.56	22000	F	99%	0%	1%	0%	0%	0%	F	0.083	F	0.628	24000	F	2003
	4.00	4 4000		From:	00/		Little Creel		-00/		0.00		0.507	10000		0000
168 Tidewater Dr	1.29	14000	F	99%	0%	1%	0%	0%	0%	С	0.09	F	0.567	16000	F	2003
				From:			View Blvd									
168 Tidewater Dr	1.01	11000	F	99%	0%	1%	0%	0%	0%	F	0.093	F	0.513	12000	F	2003
$\stackrel{\smile}{\longrightarrow}$				From			60 Granby S	St								
168 Tidewater Dr	0.75	6500	F	99%	0%	1%	0%	0%	0%	F	0.114	F	0.564	7100	F	2003
<u> </u>				To:		US 60 O	cean View	Ave								
City of Chesapeake				From:			SR 168		1							
Bus 168 Battlefield Blvd	2.70	11000	G	96%	0%	1%	1%	1%	0%	F	0.084	F	0.629	12000	G	2003
108 Battieriela Biva	2.70	11000	Ŭ		070					•	0.004	•	0.020	12000	Ü	2000
Bus				From:		India	n Creek Ro	d								
168 Battlefield Blvd	1.55	15000	G	96%	0%	1%	1%	1%	0%	F	0.089	F	0.570	15000	G	2003
Pup				To: From:		Cente	erville Tnp	k								
Bus 168 Battlefield Blvd	3.78	15000	G	96%	0%	1%	1%	1%	0%	F	0.098	F	0.512	17000	G	2003
100) 24	00			Tai						•	0.000	•	0.0.2			
Bus				From:		Great I	Bridge Bypa	ass	F							
168 Battlefield Blvd	1.98	7300	G	98%	0%	1%	1%	1%	0%	F	0.082	F	0.638	7900	G	2003
Pup				To: From:			; Mount Pl									
Bus 168 Battlefield Blvd	0.26	31000	G	98%	0%	1%	Mount Pl	1%	0%	С	0.077	F	0.517	33000	G	2003
100) 2441011014 2114	0.20			Tai						Ū	0.0	•	0.0	00000		
Bus				From:		SR 165 N	orth; Cedar	Road								
168 Battlefield Blvd	1.24	34000	G	98%	0%	1%	1%	1%	0%	F	0.074	F	0.51	36000	G	2003
Due				From:		SR 190 G	reat Bridge	Blvd	-							
Bus 168 Battlefield Blvd	0.17	34000	G	98%	0%	1%	1%	1%	0%	F	0.082	F	0.522	37000	G	2003
100) =	• • • • • • • • • • • • • • • • • • • •		_	To:						-		•			_	
Bus				From:			eat Bridge									
168	2.72	42000	G	98%	0%	1%	1%	1%	0%	F	0.085	F	0.638	45000	G	2003
				To:		I-6	4; SR 168									
City of Norfolk				From:		CD 1653	T N 4'11'	T T								
170 Little Creek Rd	1.08	30000	F	97%	0%	1%	Military 1%	<u>нwy</u> 1%	0%	F	0.077	F	0.515	32000	F	2003
170 Little Creek Rd	1.00	30000	•	57 70	070			1 /0	<u> </u>	•	0.077	•	0.515	32000	'	2000
Little Creek Dd	0.40	20000	-	From:	00/		prin Drive	20/	00/		0.007	г	0.512	21000	F	2002
170 Little Creek Rd	0.48	29000	F	92%	0%	1%	4%	2%	0%	С	0.087	F	0.513	31000	F	2003
	4.00			From:	201		zalea Gard									
170 Little Creek Rd	1.09	24000	F	97% To:	0%	1%	1%	1%	0%	F	0.082	F	0.512	26000	F	2003
				10.		US 60	Shore Dri	ve								
City of Chesapeake				From:		SR 166 I	Bainbridge	Blvd	I							
190 Great Bridge Blvd	1.13	4600	G	81%	2%	2%	11%	3%	0%	С	0.099	F	0.534	5000	G	2003
190) 6.64. 2.1496 2.14				T				0,0		Ū	0.000	•	0.00	0000		
190 Great Bridge Blvd	0.26	12000	G	97%	1%	1%	I-64 1%	0%	0%	F	0.085	F	0.698	13000	G	2003
190) Great Bridge Bivd	0.20	12000	G	91 /0					0 /6	'	0.005		0.090	13000	G	2003
Croot Bridge Blad	0.04	0000		From:			04 Domini		00/		0.000		0.500	0700		2000
190 Great Bridge Blvd	2.34	9000	G	97%	1%	1%	1%	0%	0%	С	0.088	F	0.592	9700	G	2003
				From:			8 Battlefiel			_						
190 Kempsville Rd	1.29	18000	G	98%	0%	1%	1%	0%	0%	С	0.098	F	0.573	19000	G	2003
<u>~</u>				To: From:		Gree	nbrier Pkw	y	-							
190 Kempsville Rd	2.30	27000	G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.589	29000	G	2003
				To:		WCL V	/irginia Be	ach								
				From:		SR 191,	S Military	Hwy								
191) (13)	0.18	6700	G	91%	1%	2%	2%	4%	0%	F	0.092	F	0.58	7200	G	2003
$\sim$				To:		AIRI	INE BLVI	D								

Route Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Factor Fa  City of Chesaneake US 58 Airline Blvd	Dir AAWDT actor	QW	Year
City of Chesapeake    From			
US 36 Allinic Divu			
(191) Jolliff Rd 2.22 <b>3000 G</b> 97% 1% 1% 1% 0% 0% C 0.134 F 0.			
	.632 3300	G	2003
Ta Dock Landing Rd	540 0000		0000
(101)	.512 2900	G	2003
OK 557 Foremount 544			
City of Norfolk  SR 165 Military Hwy			
	.534 14000	F	2003
To: SR 170 Little Creek			
From: SR 166 Princess Anne Rd			
(194) Sewells Point Rd 1.63 <b>12000 F</b> 98% 0% 1% 0% 0% 0% C 0.092 F 0.	.542 13000	F	2003
To: Chesapeake Blvd			
Norview Ave Norview Ave 194 Chesapeake Blvd 0.87 <b>18000 F</b> 98% 0% 1% 0% 0% 0% F 0.082 F 0.	.517 20000	F	2003
(194) Chesapeake Blvd 0.87 <b>18000 F</b> 98% 0% 1% 0% 0% 0% F 0.082 F 0.	.517 20000	Г	2003
I-64	000 07000		0000
(194) Chesapeake Blvd 0.85 <b>25000 F</b> 99% 0% 0% 0% 0% 0% F 0.083 F 0.	.603 27000	F	2003
Tac SR 165 Little Creek Rd		_	
(194) Chesapeake Blvd 1.31 <b>23000 F</b> 99% 0% 0% 0% 0% 0% F 0.086 F 0.	.586 26000	F	2003
To: Bay View Blvd			
( ₁₉₄ )Chesapeake Blvd 0.61 <b>13000 F</b> 99% 0% 0% 0% 0% 0% F 0.081 F 0.	.583 15000	F	2003
Tac Chesapeake St Chesapeake St			
	).52 6800	F	2003
US 60 Ocean View Ave			
City of Chesaneake			
US 13 Military Hwy  O 202 42000 C 202 4200 C 202 4200 C 202 420 C 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 202 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 20 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5 200 5	004 44000	0	2002
C 0.96 13000 G 98% 0% 1% 0% 0% 0% C 0.099 F 0.  US 17 George Washington Hwy	.631 14000	G	2003
OS 17 George Washington Hwy			
City of Portsmouth SR 337 Portsmouth Blvd			
	.611 7900	F	2003
Te LIS 58 Airline Blvd			
110111	.559 26000	F	2003
		•	
Team 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1-264 1	).52 26000	F	2003
239) VICIOI Y BIVU 0.59 25000 F 90 // 1// 1// 1// 0 // C 0.005 1 0	7.52 20000	1	2003
Greenwood Dr	F70 40000		2002
Victory Blvd 1.08 <b>16000 F</b> 96% 1% 1% 1% 1% 0% F 0.085 F 0.	.572 18000	F	2003
Tre Promit Deep Creek Blvd			
239 Victory Blvd 0.44 <b>16000 F</b> 92% 0% 2% 2% 3% 0% F 0.087 F 0.	.631 18000	F	2003
To: US 17 George Washington Hwy			
(239) Victory Blvd 0.42 <b>12000 G</b> 92% 0% 2% 2% 3% 0% C NA	13000	G	2003
To From From Frailey Pl			
(239) Victory Blvd 0.83 <b>6600 F</b> 93% 0% 1% 3% 3% 0% C 0.154 F 0.	.862 7200	F	2003
To Afton Pkwy			
	.889 6900	F	2003
To: SR 337 Elm Ave			
City of Chesapeake			
From: US 460		_	
246 Liberty St 0.39 <b>9100 G</b> 97 1% 1% 1% 1% 0% C 0.082 F 0.	.521 9800	G	2003
To: Erom Latham Street			
( ₂₄₆ )Liberty St 0.37 <b>5200 G</b> 93 <u>% 1% 1% 3% 2% 0%</u> C 0.096 F 0.	.532 5700	G	2003
To: SR 168 Campostella Rd			

					N	ortolk ivia	aintenan	ce Area								
Route	Leng	th <b>AADT</b>	QA	4Tire	Bus		Tri 3+Axle		 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk																
0041- 044	0.00	0500	_	From:	40/		Hampton 1		00/	_	0.400	_		0000	_	0000
247 26th Street	0.63		F	97%	1%	1%	1%	1%	0%	F	0.103	F		3900	F -	2003
	Combined Traffi	ic: <b>11000</b>	F	96%	1%	1%	1%	1%	0%	F	NA			12000	F	
				From:			onial Ave									
247) 26th Street	0.10	<b>8100</b>	F	97%	1%	1%	1%	1%	0%	F	0.102	F		8900	F	2003
	Combined Traffi	c: <b>16000</b>	F	96%	1%	1%	1%	1%	0%	F	NA			17000	F	
				To: From:		Llev	vellyn Ave	<u> </u>								
247)26th Street	0.17	8900	F	97%	1%	1%	1%	1%	0%	F	0.100	F		9700	F	2003
	Combined Traffi	c: <b>19000</b>	F	96%	1%	1%	1%	1%	0%	F	NA			21000	F	
				To:		Mon	ticello Av	2								
247)26th Street	0.23	<b>9100</b>	F	From: 97%	1%	1%	1%	1%	0%	С	0.102	F		9900	F	2003
247 2011 311661	Combined Traffi			96%	1%	1%	1%	1%	0%	F	NA	•		21000	, F	2003
	Combined Ham	C. 19000	Г	90%	170	1 70	1 70	1 70	070	F	INA			21000	г	
				From:			hurch St					_				
247 26th Street	0.21		F	97%	1%	1%	1%	1%	0%	F	0.100	F		9700	F	2003
	Combined Traffi	c: <b>19000</b>	F	96%	1%	1%	1%	1%	0%	F	NA			21000	F	
				To: From:		2	27th St									
247) Lafayette Blvo	d 1.07	7 15000	F	97%	1%	1%	1%	1%	0%	F	0.083	F	0.591	17000	F	2003
				To		SR 168	Tidewater	r Dr								
Lafayette Blvo	d 0.66	20000	F	97%	1%	1%	1%	0%	0%	С	0.081	F	0.558	22000	F	2003
241) =				To:			peake Bly									
				From:			yette Blvc									
₂₄₇ )Chesapeake	Blvd 1.34	21000	F	97%	1%	1%	1%	0%	0%	F	0.084	F	0.567	23000	F	2003
				To:			ewells Poi									
	0.04		_	From:	40/		peake Bly		00/	_	0.005	_	0.550	0.4000	_	0000
Norview Ave	0.29	22000	F	97%	1%	1%	1%	0%	0%	F	0.085	F	0.552	24000	F	2003
				From:			I-64									
Norview Ave	0.61	28000	F	98%	0%	1%	0%	0%	0%	С	0.075	F	0.554	30000	F	2003
				To:		SR 165	Military I	łwy								
				From:		SR 337	Hampton l	Blvd								
247)27th Street	0.79	7700	F	96%	1%	1%	1%	1%	0%	С	0.092	F		8400	F	2003
<u>-</u>	Combined Traffi	c: <b>11000</b>	F	96%	1%	1%	1%	1%	0%	F	NA			12000	F	
				To		Llev	vellyn Ave	2								
247)27th Street	0.77	9900	F	From: 96%	1%	1%	1%	1%	0%	F	0.092	F		11000	F	2003
<u> </u>	Combined Traffi	c: <b>19000</b>	F	96%	1%	1%	1%	1%	0%	F	NA			21000	F	
				To:			47 26Th S									
ity of Chesapeake																
East				From:		I-6	64; I-664									
264)	1.10	24000	F	94%	0%	2%	1%	3%	0%	F	0.125	F		26000	F	2003
	Combined Traffi	c: <b>49000</b>	F	94%	0%	1%	1%	3%	0%	F	NA			53000	F	
				To:		WCL	Portsmou	th								
ity of Portsmouth																
East				From:		WCL	Portsmou									
264)	0.23	<b>24000</b>	F	94%	0%	2%	1%	3%	0%	F	0.125	F		26000	F	2003
	Combined Traffi	c: <b>49000</b>	F	94%	0%	1%	1%	3%	0%	F	NA			53000	F	
				To: From:		Green	wood Dri	ve								
East	4 ^4		_		00/				00/	_	0.404	_		05000	_	0000
264	1.29			94%	0%	2%	1%	3%	0%	F	0.131	F		25000	F	2003
	Combined Traffi	c: <b>47000</b>	F	94%	0%	1%	1%	3%	0%	F	NA			51000	F	
ast				To: From:		SR 239	Victory B	slvd								
East 264	0.94	30000	Α	94%	0%	2%	1%	3%	0%	С	0.127	Α		33000	Α	2003
264)	Combined Traffi			94%	0%	1%	1%	3%	0%	C	0.127	В	0.523	65000	A	_500
	Combined Hall	o. <b>30000</b>	_		J /0				U /U		0.1	ט	0.020	05000	~	
				From:		SR 337 P	ortsmouth	Blvd								
East East																
East 264)	0.72	2 31000	F	94%	0%	2%	1%	3%	0%	F	0.101	F		34000	F	2003
East 264	0.72 Combined Traffi			94% 94%	0% 0%	2% 1%	1% 1%	3% 3%	0% 0%	F F	0.101 NA	F		34000 66000	F F	2003

						N	orfolk Ma	aintenan	ce Area								
Route	Lengt	h <b>AA</b>	<b>ADT</b>	QA	4Tire	Bus		Trı			QC	K	QK	Dir	AAWDT	QW	Year
City of Portsmouth								3+Axle		∠ i rail		Factor		Factor			
East				_	From:	001		Frederick I		001	_	0.000			40000		0000
264	0.99		000	F	94%	0%	2%	1%	3%	0%	F	0.098	F		43000	F	2003
	Combined Traffic	c: <b>75</b> (	000	F	94%	0%	1%	1%	3%	0%	F	NA			81000	F	
East					From:		Deep	Creek Bly	/d	-							
264)	0.67	40	000	F	94%	0%	2%	1%	3%	0%	F	0.085	F		44000	F	2003
	Combined Traffic	o: <b>72</b> 6	000	F	94%	0%	1%	1%	3%	0%	F	NA			78000	F	
East					To: From:		SR 141	Effinghan	n St								
264)	0.87	34	000	G	94%	0%	2%	1%	3%	0%	F	NA			36000	G	2003
	Combined Traffic	c: <b>65</b> 0	000	G	94%	0%	1%	1%	3%	0%	F	NA			71000	G	
					To:		WC	L Norfolk									
City of Norfolk																	
East	0.55	24	000	•	From:	00/	2%	L Norfolk 1%		0%	_	NIA			26000	0	2002
264	0.55		000	G	94%	0%			3%		F	NA			36000	G G	2003
	Combined Traffic	J. <b>63</b> (	000	G	94%	0%	1%	1%	3%	0%	F	NA			71000	G	
East					From:			I-464									
264)	0.16	510	000	F	94%	0%	2%	1%	3%	0%	F	0.087	F		55000	F	2003
	Combined Traffic	o: <b>109</b>	9000	F	94%	0%	1%	1%	3%	0%	F	NA			118000	F	
East					To: From:		SR 33	7 Main Str	eet								
264)	0.25	58	000	F	94%	0%	2%	1%	3%	0%	F	0.093	F		58000	F	2003
204)	Combined Traffic			F	94%	0%	1%	1%	3%	0%	F	NA			120000	F	
					To: From:			T US 460			-						
East	0.04					00/			00/	00/		0.000			50000		0000
264	0.91		000	N	94%	0%	2%	1%	3%	0%	N	0.093	N		58000	N	2003
	Combined Traffic	3: 105	2000	N	94%	0%	1%	1%	3%	0%	N	NA			109000	N	
East					From:		US 460 I	Brambletor	n Ave								
264)	0.81	606	000	F	94%	0%	2%	1%	3%	0%	F	0.094	F		65000	F	2003
	Combined Traffic	c: <b>117</b>	7000	F	94%	0%	1%	1%	3%	0%	F	NA			127000	F	
East					To: From:		SR 405	Ballentine	Blvd								
264)	3.39	63	000	F	94%	0%	2%	1%	3%	0%	F	0.092	F		68000	F	2003
204)	Combined Traffic			F	94%	0%	1%	1%	3%	0%	F	NA			133000	F	
					To			I-64									
East	0.74	0.4	000	F	94%	0%	2%	1%	3%	0%	F	0.085	F		102000	F	2003
264	0.74			_							F		Г		102000		2003
	Combined Traffic	J. 1 <b>3</b> 2	1000	F	94% To:	0%	1% WCL V	1% /irginia Be	3% ach	0%	Г	NA			209000	F	
City of Chesapeake																	
West					From:			64; I-664									
264	1.17	25	000	F	94%	0%	1%	1%	3%	0%	F	0.117	F		27000	F	2003
	Combined Traffic	o: <b>49</b> 0	000	F	94%	0%	1%	1%	3%	0%	F	NA			53000	F	
					To:		WCL	Portsmou	th								
City of Portsmouth					From:		Wa	Portsmou	th	ı							
West (264)	0.61	25	000	F	94%	0%	1%	1%	3%	0%	F	0.117	F		27000	F	2003
204	Combined Traffic		000	F	94%	0%	1%	1%	3%	0%	F	NA	-		53000	F	
					To:	- / -		nwood Driv			•						
West	4.04	^-	000	_	From:	00/				00/	_	0.440	_		00000	_	2022
264	1.34		000	F	94%	0%	1%	1%	3%	0%	F	0.119	F		26000	F	2003
	Combined Traffic	J: 470	UUU	F	94%	0%	1%	1%	3%	0%	F	NA			51000	F	
West					From:		SR 239	Victory B	lvd								
264)	0.75	29	000	Α	94%	0%	1%	1%	3%	0%	С	0.126	Α		32000	Α	2003
\ /					0.40/												
	Combined Traffic	c: <b>60</b> 0	000	Α	94%	0%	1%	1%	3%	0%	С	NA			65000	Α	

						No	orfolk Ma	aintenan	ce Area								
Route		Length	AADT	QA	4Tire	Bus	2Axle	Trı 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth					From:		CD 2271	Portsmouth	Dlvd	1							
<u>Nest</u> 264)		0.84	30000	F	94%	0%	1%	1%	3%	0%	F	0.107	F		33000	F	2003
204)	Combined		61000	F	94%	0%	1%	1%	3%	0%	F	NA	•		66000	F	
					To			Frederick I			-					•	
West					From:												
264		0.55	35000	F	94%	0%	1%	1%	3%	0%	F	0.105	F		38000	F	2003
	Combined	Traffic:	75000	F	94%	0%	1%	1%	3%	0%	F	NA			81000	F	
Vest					From:		Deep	Creek Blv	vd .								
264)		1.17	32000	F	94%	0%	1%	1%	3%	0%	F	0.103	F		35000	F	2003
	Combined	Traffic:	72000	F	94%	0%	1%	1%	3%	0%	F	NA			78000	F	
					To: From:		SR 141	Effinghan	n St	-							
Vest		0.45	32000	G	94%	0%	1%	1%	3%	0%	F	NA			34000	G	2003
264	Combined		65000	G	94%	0%	1%	1%	3%	0%	F	NA			71000	G	2003
	Combined	manic.	03000	G	To:	0 70		L Norfolk		070	'	INA			7 1000	O	
ity of Norfolk																	
Vest					From:		WC	CL Norfolk									
264)		0.56	32000	G	94%	0%	1%	1%	3%	0%	F	NA			34000	G	2003
	Combined	Traffic:	65000	G	94%	0%	1%	1%	3%	0%	F	NA			71000	G	
					To: From:			I-464		T.							
Vest 264)		0.78	58000	F	94%	0%	1%	1%	3%	0%	F	0.083	F		63000	F	2003
204)	Combined			F	94%	0%	1%	1%	3%	0%	F	NA	•		118000	F	2000
	Combined	rramo.	100000	•		0 70				<del></del>	•	147 (			110000	•	
Vest					From:			water Driv									
264)		0.84	47000	F	94%	0%	1%	1%	3%	0%	F	0.096	F		51000	F	2003
	Combined	Traffic:	105000	N	94%	0%	1%	1%	3%	0%	N	NA			109000	N	
Vest					From:	US 460	), SR 168,	SR 166 Br	ambleton .	Ave							
264)		0.87	57000	F	94%	0%	1%	1%	3%	0%	F	0.086	F		62000	F	2003
	Combined	Traffic:	117000	F	94%	0%	1%	1%	3%	0%	F	NA			127000	F	
					To: From:		SR 405	Ballentine	Blvd								
West		3.09	60000	F	94%	0%	1%	1%	3%	0%	F	0.004	F		65000	F	2002
264	Combined											0.084	Г		65000	F	2003
	Combined	Hame.	122000	F	94%	0%	1%	1%	3%	0%	F	NA			133000	Г	
West					From:			I-64									
264)		0.30	98000	F	94%	0%	1%	1%	3%	0%	F	0.091	F		106000	F	2003
	Combined	Traffic:	192000	F	94%	0%	1%	1%	3%	0%	F	NA			209000	F	
					To:		WCL V	Virginia Be	ach								
City of Chesapeake					From:		EC	N. CC-11-		I							
337 Portsmouth E	Slvd	0.72	12000	G	91%	0%	2%	L Suffolk 2%	5%	0%	С	0.087	F	0.54	13000	G	2003
337 T Ortsmodti E	oiva -	0.72	12000	·	5170	0 70				070	O	0.007		0.54	13000	J	2000
337 Portsmouth E	Dlvd	0.68	17000	G	From: 91%	0%	2%	91 Joliff R 2%	.d 5%	0%	F	0.108	F	0.598	18000	G	2003
337 Portsilloutil E	oivu	0.00	17000	G	9170	076	270	270	3%	076	Г	0.106	Г	0.596	10000	G	2003
Dartamas eth F	المداد	0.00	20000		From:	00/	20/	I-664	40/	00/		0.000		0.545	22000		2002
Portsmouth E	siva	0.60	30000	G	96%	0%	2%	1%	1%	0%	F	0.089	F	0.545	32000	G	2003
					From:			Circle We					_			_	
Portsmouth E	BIVd	0.67	25000	G	96%	0%	2%	1%	1%	0%	С	0.088	F	0.509	27000	G	2003
$\stackrel{\sim}{\longrightarrow}$					To: From:			aylor Rd									
Portsmouth E	Blvd	0.24	30000	G	96%	0%	2%	1%	1%	0%	F	0.089	F	0.508	32000	G	2003
					To: From:		Dock	Landing F	Rd	}							
337)Portsmouth E	Blvd	0.49	31000	G	96%	0%	2%	1%	1%	0%	F	0.09	F	0.540	33000	G	2003
$\smile$					To:		WCI	Portsmou	th								
ity of Portsmouth																	
		00:	00000	_	From:	101		Chesapeal		001	_	0.00-	_	0.505	00000	_	0000
937 Portsmouth E	siva	0.34	29000	F	98%	1%	1%	0%	0%	0%	F	0.097	F	0.597	32000	F	2003
					To:		Hod	ges Ferry R	a								

						or ronk ividii	rtoriariot	, , ii ca								
Route	Length	AADT	QA	4Tire	Bus		Trud 3+Axle		 2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth				From:		11-1	. F D.J		1							
(337) Portsmouth Blvd	0.60	25000	F	98%	1%	1%	Ferry Rd 0%	0%	0%	F	0.094	F	0.577	27000	F	2003
				To: From:		Elmh	urst Lane		ŀ							
337 Portsmouth Blvd	1.17	27000	F	98%	1%	1%	0%	0%	0%	С	0.089	F	0.615	30000	F	2003
	0.00			From:	40/		/ictory Blv		20/		0.004		0.000	20222		0000
Portsmouth Blvd	0.23	20000	F	98%	1%	1%	0%	0%	0%	F	0.091	F	0.638	22000	F	2003
Portsmouth Blvd	0.10	17000	F	98%	US 1%	58, ALT U	S 460 Airli 0%	ne Blvd 0%	0%	F	0.087	F	0.589	18000	F	2003
Portsmouth Blvd	0.10			To:		ALT SR 33					0.007	·	0.000	10000	•	
(337) Portsmouth Blvd	0.15	14000	F	98%	1%	1%	0%	0%	0%	F	0.096	F	0.66	15000	F	2003
				To- From:		Į.	-264									
(337) Portsmouth Blvd	0.22	9600	F	96%	1%	1%	0%	1%	0%	F	0.087	F	0.575	10000	F	2003
				To: From:			us 460									
337 Portsmouth Blvd	0.12	9600	N	96%	1%	1%	0%	1%	0%	Ν	0.087	Ν	0.575	10000	Ν	2003
				From:			ain St									
Portsmouth Blvd	0.94	11000	F	96%	1%	1%	0%	1%	0%	F	0.092	F	0.584	12000	F	2003
Portsmouth Plvd	0.17	7100	F	From: 96%	1%	Deep C	reek Blvd 0%	1%	0%	F	0.097	F	0.661	7800	F	2003
Portsmouth Blvd	0.17	7100	г	90%					0%	Г	0.097	Г	0.001	7000	Г	2003
(337) Portsmouth Blvd	0.79	7100	F	From: 96%	1%	ALT US 17 1%	0%	1%	0%	С	0.118	F	0.649	7700	F	2003
(337)				To:			Elm Ave									
337 Elm Ave	0.32	6100	F	96%	1%	US 17 Por 1%	tsmouth B	lvd 1%	0%	F	0.103	F	0.564	6700	F	2003
337 Elm Ave	0.02	0100	•	JO 70		George Was				'	0.100	'	0.504	0700	'	2000
337 Elm Ave	0.72	8200	F	96%	1%	1%	0%	1%	0%	F	0.113	F	0.653	9000	F	2003
				To: From:		SR 239 V	/ictory Blv	⁄d								
(337) Elm Ave	0.23	8900	F	96%	1%	1%	0%	1%	0%	F	0.103	F	0.601	9700	F	2003
$\frac{\sim}{\sim}$				To: From:			s Point Rd									
337 Elm Ave	0.32	7100	F	96% To:	1%	1%	0%	1%	0%	F	0.117	F	0.679	7700	F	2003
City of Charanaska						WCLC	hesapeake	;								
City of Chesapeake				From:			ortsmouth									
337 Poindexter Street	0.50	7100	N	96% To:	1%	1%	0% -464	1%	0%	N	0.117	N	0.679	7700	N	2003
				From:			oindexter	St								
(337) Bainbridge Blvd	0.74	1600	G	96%	1%	1%	0%	1%	0%	F	0.087	F	0.503	1800	G	2003
				To:		SCL	Norfolk		ļ							
City of Norfolk				From:		NCL C	hesapeake									
(337) Bainbridge Blvd	0.28	1400	F	93%	1%	2%	1%	3%	0%	С	0.09	F	0.652	1600	F	2003
				To: From:			ain St idge Blvd									
(337) Main St	0.21	1400	N	93%	1%	2%	1%	3%	0%	Ν	0.09	N	0.652	1600	N	2003
				To:			erty St									
(337) Liberty St	0.12	3300	F	93%	1%	2%	ain St 1%	3%	0%	F	0.141	F	0.577	3600	F	2003
337 - 231,9 31	V.12			To:	1 70	St	ate St	2,3	370		V. 1 F 1		0.011		•	
State Street	0.45	2200	NI.	From:	10/		erty St	20/	00/	N.I	0 1 4 1	NI	0.577	2600	N	2002
337 State Street	0.45 ined Traffic:	3300 4300	N N	93% 92%	1% 2%	2% 2%	1% 1%	3% 3%	0% 0%	N N	0.141 NA	N	0.577	3600 4700	N N	2003
Combi	neu Hallic.	4300	N		∠ 70			3%	U 70	IN	INA			4700	N	
(337)(264)	0.25			From:	Se		-264 or directio	onal tra	affic volu	ıme es	timates fo	or this	segment			
	ned Traffic:	116000	F	94%	0%	1%	1%	3%	0%	F	NA	u no	20911011	120000	F	
				To:			460 ALT									

					N	ortolk M	aıntenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tr : 3+Axle	uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk				-												
ALT	0.00	00000	N.	From:	40/	20/	I-264	00/	00/	N.	0.00	N.	0.700	20000	N.	2002
337 460	0.22	26000	N	94%	4%	2%	0%	0%	0%	N	0.09	N	0.763	29000	N	2003
				To: From:			460 St Pau		-							
337 Tidewater Drive	0.80	22000	F	96%	0%	1%	1%	2%	0%	F	0.077	F	0.534	26000	F	2003
				To: From:		US 460 B	rambleton.	Avenue	-							
337) 460 Brambleton Ave	0.10	27000	F	94%	1%	1%	1%	3%	0%	С	0.083	F	0.584	30000	F	2003
				To:		(	Church St									
337)(460) Brambleton Ave	0.31	21000	F	94%	1%	1%	1%	3%	0%	F	0.087	F	0.625	23000	F	2003
301/400				To:		ALT US	460 St Pau	ls Blvd								
				From:		US 460	Saint Pauls	Blvd								
337 Brambleton Ave	0.20	30000	F	96%	0%	1%	1%	2%	0%	F	0.085	F	0.688	35000	F	2003
$\smile$				To: From:		]	Boush St		ļ.							
337 Brambleton Ave	0.07	37000	N	96%	0%	1%	1%	2%	0%	Ν	0.08	Ν		44000	N	2003
				To:		CD 22	7 Par Duke	· C+								
337 Brambleton Ave	0.83	37000	F	96%	0%	1%	1%	2%	0%	F	0.08	F		44000	F	2003
337 Brambleton Ave	0.00	37000	•	30 70	0 70			270	070	'	0.00	•		44000	•	2000
				From:			olley Ave									
337 Brambleton Ave	0.26	26000	F	96%	0%	1%	1%	2%	0%	F	0.080	F	0.501	30000	F	2003
				To: From:			US 58									
₃₃₇ )Brambleton Ave	0.22	26000	N	96%	0%	1%	1%	2%	0%	Ν	0.080	Ν	0.501	30000	Ν	2003
Combine	d Traffic:	NA									NA			NA		
				To-			mpton Blvo									
			_	From:	201		Brambleton		201	_		_		.=	_	
Hampton Blvd	0.90	32000	F	96%	0%	1%	1%	2%	0%	F	0.097	F	0.578	37000	F	2003
				To: From:		2	1st Street									
337) Hampton Blvd	0.22	35000	F	96%	0%	1%	1%	2%	0%	F	0.087	F	0.515	40000	F	2003
				To		SR	247; 26th S	St								
337 Hampton Blvd	0.71	35000	F	From:	0%	1%	1%	2%	0%	F	0.081	F	0.52	41000	F	2003
337)				т.,												
Hampton Blvd	2.07	36000	Α	From: 96%	0%	th St Old 1 1%	Dominion 1 1%	University 2%	0%	С	0.099	۸	0.530	42000	^	2003
337 Hampton Blvd	2.07	36000	А	90%	0%	170	170	2%	0%	C	0.099	Α	0.530	42000	Α	2003
				From:			Little Cree									
337) Hampton Blvd	0.18	31000	F	96%	0%	1%	1%	2%	0%	F	0.079	F	0.579	36000	F	2003
				To: From:	SR	406 Intern	ational Ter	minal Blv	d							
337) Hampton Blvd	1.94	21000	F	96%	0%	1%	1%	2%	0%	F	0.089	F	0.516	25000	F	2003
				To:		Mo	undond Aria									
337 Admiral Taussig Blvd	0.91	28000	F	From: 96%	0%	1%	ryland Ave	2%	0%	F	0.075	F	0.741	33000	F	2003
337 Admiral Taussig Blvd	0.51	20000	•	To:	0 70	1 /0	I-564	270	070	'	0.073	•	0.741	33000	'	2003
									I							
Ctoto Ct	0.36	050	F	From:	40/		Liberty St	20/	00/	_	0.400	_	0.764	1000	_	2002
337 State St	0.36	950	F	88%	4%	3%	2%	3%	0%	F	0.108	F	0.764	1000	F	2003
Combine	a rattic:	4300	N	92%	2%	2%	1%	3%	0%	N	NA			4700	N	
				From:		India	n River Ro									
337 State St	0.18	1000	F	88%	4%	3%	2%	3%	0%	С	0.117	F	0.746	1100	F	2003
Combine	d Traffic:	4300	N	92 <u>%</u>	2%	2%	1%	3%	0%	Ν	NA			4800	Ν	
				To:			I-264									
City of Portsmouth																
ALT				From:			Portsmouth									
337 Turnpike Rd	1.05	6400	F	89%	1%	1%	2%	6%	0%	F	0.083	F	0.548	7000	F	2003
ALT.				To:		US 17	Frederick l	Blvd								
ALT	0.20	12000	_	89%	10/				00/	_	0.004	_	0.617	14000	_	2002
337 Turnpike Rd	0.30	13000	F	69%	1%	1%	2%	6%	0%	F	0.081	F	0.617	14000	F	2003
ALT				From:		I.	Ioward St									
	0.54	9600	F	89%	1%	1%	2%	6%	0%	С	0.081	F	0.608	10000	F	2003
337 Turnpike Rd	0.01		•	To:	. , ,		Harbor Dr	2,0		J	0.001	•	0.500	. 5000	•	_000
ALT				From:			assell Ave									
337) Harbor Dr	0.05	3900	F	89%	1%	1%	2%	6%	0%	F	0.091	F	0.526	4300	F	2003
				To:			County St									
				-												

					IN	OHOIK Mainten	ance Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			$\circ$	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth															
<u>ALT</u>	0.05		_	From:	40/	County S		00/	_	0.000	_	0.000	0000	_	0000
Harbor Dr	0.35	3500	F	89%	1%	1% 2%	6%	0%	F	0.088	F	0.666	3900	F	2003
				110		US 58		<u> </u>							
City of Norfolk				From:	AITI	HE 460 O	Dl-l Di -	1							
<u>ALT</u> ₃₃₇ )Waterside Dr/Boush St	1.00	31000	G	99%	1%	US 460 Overpass; 1% 0%		1ge 0%	F	NA			33000	G	2003
														G	2003
Combine	d Traffic:	33000	G	99% To:	1%	1% 0% N SR 337 Bramb		0%	F	NA			35000	G	
ALT Of	0.05	0000	_	From:	40/	Boush S		00/	_	0.004	_	0.740	0.400	_	0000
Duke St	0.35	2200	F	99%	1%	1% 0%		0%	С	0.091	F	0.710	2400	F	2003
Combine	d Traffic:	33000	G	99% To:	1%	1% 0%		0%	F	NA			35000	G	
						Brambleton	Ave	J							
				From:		SR 165 Kemps									
Newtown Rd	0.31	28000	F	98%	0%	1% 0%	6 0%	0%	С	0.081	F	0.59	31000	F	2003
				To-	I-2	264 Va Beach No	rfolk Expwy	-							
403) Newtown Rd	0.71	37000	F	98%	0%	1% 0%		0%	F	0.077	F	0.515	40000	F	2003
				To:		US 58 Va Bea	ch Blvd								
				From:		SR 168; Tidew	ater Dr	1							
404) Princess Anne Rd	0.53	17000	F	99%	0%	0% 0%		0%	F	0.109	F		19000	F	2003
404)				To:		SR 166 Park									
				From:		I-264									
Ballentine Blvd	0.64	25000	F	91%	1%	1% 49	6 2%	0%	С	0.081	F	0.586	27000	F	2003
405 Ballentine Blvd	0.04	20000	•	To:	170	US 58; 122-			O	0.001	•	0.000	27000	•	2000
				From:											
International Divid	4.00	00000			00/	SR 337 Hampte		00/	_	0.004	^	0.500	20000	^	2002
106 International Blvd	1.33	26000	Α	95%	0%	0% 1%	6 3%	0%	С	0.094	Α	0.563	30000	Α	2003
Combine	d I raffic:	NA								NA			NA		
				To: From:		Ruthven l		-							
₄₀₆ ) International Blvd	0.28	26000	N	95 <u>%</u>	0%	0% 1%	3%	0%	Ν	0.094	Ν	0.563	30000	Ν	2003
				To-		I-564									
				From:		SR 168 Campos	stella Rd								
₄₀₇ ) Indian River Rd	0.71	22000	F	96%	0%	1% 1%	6 2%	0%	С	0.108	F	0.591	25000	F	2003
				To:		WCL Chesay	oeake								
City of Chesapeake															
				From:		ECL Norf	olk								
₄₀₇ )Indian River Rd	0.71	23000	G	98%	0%	1% 1%	6 1%	0%	F	0.086	F	0.601	25000	G	2003
				To		Oaklette A	ve								
407) Indian River Rd	0.90	30000	G	From: 98%	0%	1% 1%		0%	С	0.094	F	0.546	33000	G	2003
407				To:		WCL Virginia									
				From:		ECL Suffe									
460 (50)	2.41	63000	Α	91%	0%	1% 1%		0%	С	0.096	Α	0.577	65000	Α	2003
460 (58)	۷.٦١	55550	~	J 1 /0	0 /0		0 70	0 /0	J	0.090	^	0.011	33000	^	2000
~~~		****		From:		I-664	,					<b>^</b>			
460 } (58)	0.64	63000	N	91%	0%	1% 1%	6%	0%	N	0.096	N	0.577	65000	N	2003
~ ~				To: From:		US 58; SR	191								
460 (13)	0.18	6700	G	91%	1%	2% 2%		0%	F	0.092	F	0.58	7200	G	2003
				To:				1							
460 (12)	0.45	6700	N	From: 91%	1%	SR 191, S Milit 2% 2%		0%	N	0.092	N	0.58	7200	N	2003
460 (13)			14	J 1 /0	1 /0	£/0	· +/0	0 /0	IN		14	0.00		IN	2003
Combine	u Hallic.	NA								NA			NA		
~~~~				To: From:		S Military I									
460 (13) Military Hwy	2.44	7500	G	91%	1%	2% 2%	4%	0%	С	0.123	F	0.557	8100	G	2003
~ · ·				To:		I-64		ļ.							
460 (13) Military Hwy	1.37	16000	G	From: 97%	0%	1% 1%	6 0%	0%	F	0.121	F	0.606	18000	G	2003
TOO 1 ( 10 1 )	-		-			• •									
				T.		0.17.0	. ,								
<del>~~</del>	1.04	47000		From:		S 17 George Wash		00/		0.445		0.500	10000		2000
460 (13) Military Hwy	1.01	17000	G	From: 97%	0%	S 17 George Wash 1% 19 SR 196 Can	6 0%	0%	F	0.115	F	0.523	19000	G	2003

					No	ortolk Maintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake				_											
~~~~·····				From:	201	SR 196 Canal D							.=		
460 (13) Military Hwy	2.20	31000	Α	97%	0%	1% 1%	0%	0%	С	0.134	Α	0.508	35000	Α	2003
				From:		Military Hwy US 13 Military H	wv								
(460) Bainbridge Blvd	1.99	11000	G	97%	0%	1% 1%	1%	0%	F	0.079	F	0.547	11000	G	2003
400				To:											
(460) Bainbridge Blvd	0.81	9600	G	From: 97%	0%	Chesapeake Av	1%	0%	С	0.077	F	0.575	10000	G	2003
460 Bairibridge Bivd	0.01	3000	J	To:	0 70	SR 337 Poindexte		070	O	0.077	'	0.575	10000	O	2000
				From:		Bainbridge Blvo									
Poindexter St	0.56	9200	G	96%	0%	1% 1%	2%	0%	С	0.099	F	0.622	10000	G	2003
				To:		Liberty St		Į.							
22nd Street	0.39	6500	G	97%	0%	2% 0%	0%	0%	С	0.11	F	0.725	7000	G	2003
400)== 01.001	0.00			To:	0,0	SCL Norfolk	• • • • • • • • • • • • • • • • • • • •		·	• • • • • • • • • • • • • • • • • • • •	•	00			
C' CN CH															
City of Norfolk				From:		NCL Chesapeak	e	I							
460 Wilson Rd	0.65	8400	F	96%	0%	1% 1%	2%	0%	F	0.096	F	0.619	9200	F	2003
400				To:		Campostella Av	e	1							
~~~				From:		Wilson Rd									
(460) Campostella Rd	0.73	39000	F	96%	1%	1% 1%	2%	0%	F	0.099	F	0.700	43000	F	2003
$\hookrightarrow$				To:		Kimball Terr		1							
8 Brambleton Ave	0.30	44000	F	96%	1%	1% 1%	2%	0%	С	0.085	F	0.625	48000	F	2003
400				To:											
Dramblaton Ava	0.40	22000	F	From:	1%	Park Ave	20/		F	0.004	F	0.606	27000	F	2002
Brambleton Ave	0.40	33000	Г	96%	170	1% 1%	2%	0%	Г	0.084	Г	0.606	37000	Г	2003
~~~				From:		Tidewater Dr		-							
(460) Brambleton Ave	0.10	27000	F	94%	1%	1% 1%	3%	0%	С	0.083	F	0.584	30000	F	2003
~				To:		Church St									
460 Brambleton Ave	0.31	21000	F	94%	1%	1% 1%	3%	0%	F	0.087	F	0.625	23000	F	2003
				To:		ALT US 460 St Paul:	e Blvd	1.							
(460) St Pauls Blvd	0.24	21000	N	94%	1%	1% 1%	3%	0%	N	0.087	N	0.625	23000	N	2003
	ed Traffic:	27000	N	94%	2%	1% 1%	2%	0%	N	NA		0.020	30000	N	2000
Combii	icu Trainic.	27000	14	34 /0				070	IN	INA			30000	IN	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	0.07			From:	AL'					0.070		0.504	20000	_	0000
St Pauls Blvd	0.07	26000	F	96%	1%	1% 1%	1%	0%	F	0.078	F	0.524	29000	F	2003
~~~				To: From:		US 58, Va Beach E	Blvd	-							
Monticello Ave	0.66	23000	F	96%	1%	1% 1%	1%	0%	С	0.077	F	0.551	25000	F	2003
\hookrightarrow				To:		21st St		1							
Monticello Ave	0.49	17000	F	96%	1%	1% 1%	1%	0%	F	0.088	F	0.554	18000	F	2003
400				т											
Caranhu Ct	0.04	22222	-	From:	40/	Church St	00/			0.004		0.550	25000		2002
460 Granby St	0.81	22000	F	98%	1%	1% 0%	0%	0%	F	0.091	F	0.559	25000	F	2003
~~~				From:		Llewellyn Ave		-							
(460) Granby St	0.45	37000	F	98%	1%	1% 0%	0%	0%	F	0.084	F	0.571	41000	F	2003
<u> </u>				To: From:		Willow Wood D	r	ŀ							
460 Granby St	1.30	36000	F	98%	1%	1% 0%	0%	0%	С	0.087	F	0.578	39000	F	2003
				To:		Th1- C4									
460 Granby St	0.37	30000	F	98%	1%	Thole St 1% 0%	0%	0%	F	0.083	F	0.56	33000	F	2003
460 Grandy ot	0.57	50000	•	30 70	1 /0			070	'	0.000	'	0.00	33000	•	2000
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	20:	00000	_	From:	401	SR 165 Little Creel		001	_	0.000	_	0.544	00000	_	0000
460 Granby St	0.24	26000	F	98%	1%	1% 0%	0%	0%	F	0.086	F	0.544	28000	F	2003
~~				To: From:		I-564									
(460) Granby St	1.19	20000	F	98%	1%	1% 0%	0%	0%	F	0.106	F	0.751	21000	F	2003
$\overline{}$				To		Bay View Blvd									
460 Granby St	0.89	14000	F	From: 98%	1%	1% 0%	0%	0%	С	0.105	F	0.716	16000	F	2003
400) 5.0.00	0.00		•	. F	. 70			J,0	9	5.100	•	010	.0000	•	_000
Orași tri Ot	0.71	0700	-	From:	407	SR 168 Tidewater		001		0.007		0.000	0500		0000
460 Granby St	0.71	8700	F	98%	1%	1% 0%	0%	0%	F	0.097	F	0.639	9500	F	2003
•				To-		US 60 Ocean View	Ave								

W.C. Personals							INC		annenanc									
SR 1971 ALS OFF SR 1971 AL	Route		Length	AADT	QA	4Tire	Bus					- QC		QK		AAWDT	QW	Year
490 490 Mornicello Ave 0.25 5000 F 54% 54% 28% 50% 50% 50% F 0.1 F 0.546 6500 F 2003						From:		CD 227	1 A 11 IC 160	0 D								
Combined Traffic: 27000 N N S4% 2% 1% 1% 2% 0% N N N N N N N N N	ALI Montic	rello Ave	0.25	6000	F		4%				0%	F	0.1	F	0 546	6600	F	2003
US 400 F Polishold	490 (490) World													•	0.040			2000
Air		Combined	manic.	21000			2 /0				070	14	INA			30000	14	
Aut	City of Chesaneake					-					•							
WCL Normanush						From:		J	oliff Rd									
City of Portsmouth	460 58 Airline	Blvd	1.72	8400	G	96%	1%	1%	0%	1%	0%	С	0.079	F	0.576	9100	G	2003
ALT	\bigcirc					To:		WCL	Portsmout	th								
460 58 Akrline Blvd		l																
Circumswold Dr	~~~	Dlvd	0.20	12000	_		10/				00/	_	0.001	_	0.502	14000	г	2002
ALT ALT	(460) (58) Allille	BIVU	0.29	13000	Г	96%	170	170	0%	170	0%	Г	0.091	Г	0.593	14000	Г	2003
ALT	ALT					From:		Gree	enwood Dr	•								
Combined Traffic: 19000 F 94% 09% 19% 09% F 0.086 F 0.578 11000 F 2003	~~~	Blvd	0.20	14000	F	96%	1%	1%	0%	1%	0%	F	0.09	F	0.561	15000	F	2003
ALT Graph Graph	\hookrightarrow					To		Elm	hurst Lane									
VICTORY BLVD VICT		Disal	4.00	40000	_	From:	40/				00/	_	0.000	_	0.570	44000	_	0000
ALT	460 58 Alfiline	BIVO	1.30	10000	г	96%	1%				0%	г	0.086	г	0.578	11000	F	2003
460 58 Airline Blvd 0.28 14000 F 96% 1% 1% 0% 1% 0% 0% 0% 0	ALT					To: From:		VICT	ORY BLV	D								
US 58, SR 337 US 58, SR 33		Blvd	0.28	14000	F	96%	1%	1%	0%	1%	0%	F	0.09	F	0.612	15000	F	2003
ALT						To:		IIS ·	58 SR 337	,	1							
ALT St 337 Tumpike Rd	$\sim\sim$		0.40	47000	_		40/				00/	_	0.007	_	0.500	40000	_	0000
ALT	460 (337) Portsr	nouth Biva	0.10	17000	F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.589	18000	F	2003
400 337 Portsmouth Blvd 0.15 14000 F 98% 1% 1% 0% 0% 0% F 0.096 F 0.66 15000 F 2003	ALT					From:		ALT SR 3	337 Turnpi	ke Rd								
ALT 460 264 0.72 9600 F 96% 1% 1% 0% 1% 0% F 0.087 F 0.575 10000 F 2003	$\sim\sim$	nouth Blvd	0.15	14000	F	98%	1%	1%	0%	0%	0%	F	0.096	F	0.66	15000	F	2003
ALT						To:			1.264									
ALT Query Query	$\sim\sim$																	
See -264 for directional traffic volume estimates for this segment.	460 (337) Portsr	nouth Blvd	0.22	9600	F	96%	1%	1%	0%	1%	0%	F	0.087	F	0.575	10000	F	2003
See -264 for directional traffic volume estimates for this segment. Combined Traffic: 61000 F 94% 0% 1% 1% 3% 0% F NA 66000 F	ΔΙΤ					From:		RT 3	37 & I-264	4								
Combined Traffic: 61000 F 94% 0% 1% 1% 3% 0% F NA 66000 F			0.72				Se	e I-264	for direct	tional tra	iffic volu	ıme es	timates f	or this	segment			
ALT Combined Traffic: 75000 F 94% 0% 1% 1% 3% 0% F NA 81000 F	(100)(201)	Combined	Traffic:	61000	F	94%	0%	1%	1%	3%	0%	F	NA		Ū	66000	F	
See -264 for directional traffic volume estimates for this segment.						To				Blvd	1							
Combined Traffic: 75000 F 94% 0% 1% 1% 3% 0% F NA 81000 F						From:												
Deep Creek Blvd Deep Creek	460 264													or this	segment		_	
See -264 for directional traffic volume estimates for this segment.		Combined	Traffic:	75000	F	94%	0%	1%	1%	3%	0%	F	NA			81000	F	
ALT	AI T					To: From:		Deep	Creek Blv	ď								
Combined Traffic: 72000 F 94% 9% 1% 1% 3% 0% F NA 78000 F	460 (264)		0.67				Se	e I-264	for direct	tional tra	iffic volu	ıme es	timates f	or this	segment			
ALT Combined Traffic: 65000 G 94% 0% 1% 1% 3% 0% F NA 71000 G	(100) (201)	Combined	Traffic:	72000	F	94%	0%	1%	1%	3%	0%	F	NA		Ū	78000	F	
ALT						To:												
City of Norfolk ALT 460 264						From:												
City of Norfolk	460 264				_									or this	segment		_	
City of Norfolk		Combined	Traffic:	65000	G		0%			3%	0%	F	NA			71000	G	
No.55 See I-264 for directional traffic volume estimates for this segment.						10.		wc	L NOTIOIK		l							
See -264 for directional traffic volume estimates for this segment.						From:		WC	I Norfoll		1							
Combined Traffic: 65000 G 94% 0% 1% 1% 3% 0% F NA 71000 G ALT 460 264 0.16 See I-264 for directional traffic volume estimates for this segment.			0.55			<u> </u>	Se			tional tra	iffic volu	ıme es	timates f	or this	segment	_		
ALT	700 204	Combined		65000	G	94%											G	
O.16 See I-264 for directional traffic volume estimates for this segment.					_		5,0			5,0						. 1000	_	
Combined Traffic: 109000 F 94% 0% 1% 1% 3% 0% F NA 118000 F ALT	ALT					From:												
ALT	(460)(264)													or this	segment			
O.25 See I-264 for directional traffic volume estimates for this segment. Combined Traffic: 116000 F 94% 0% 1% 1% 3% 0% F NA 120000 F	~ _	Combined	Traffic:	109000	F	94%	0%	1%	1%	3%	0%	F	NA			118000	F	
0.25 See I-264 for directional traffic volume estimates for this segment. Combined Traffic: 116000 F 94% 0% 1% 1% 3% 0% F NA 120000 F ALT 460 0.22 26000 N 94% 4% 2% 0% 0% 0% 0 N 0.09 N 0.763 29000 N 2003	ΛΙΤ					From:		SR 33'	7 Main Stre	eet	}							
Combined Traffic: 116000 F 94% 0% 1% 1% 3% 0% F NA 120000 F ALT 460 0.22 26000 N 94% 4% 2% 0% 0% 0% N 0.09 N 0.763 29000 N 2003			0.25				Se	e I-264	for direct	tional tra	iffic volu	ıme es	timates f	or this	seament			
ALT 1-264 460 0.22 26000 N 94% 4% 2% 0% 0% 0% N 0.09 N 0.763 29000 N 2003	(400) (204)	Combined		116000	F	94%								J. 11113	. Jognicili		F	
460 0.22 26000 N 94% 4% 2% 0% 0% 0% N 0.09 N 0.763 29000 N 2003		Combined	manile.		•	J-7/0	J /0	1 /0		J /0	J /0	•	13/7			120000	'	
	ALT					From:			1-264									
To: SR 337	{460}		0.22	26000	N		4%			0%	0%	Ν	0.09	Ν	0.763	29000	Ν	2003
	\sim					To:			SR 337									

					No	orfolk Ma	intenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Trı 3+Axle		 2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk				From:							. 40101		. 30.01			
ALT	0.16	26000	F	94%	4%	2%	SR 337	0%	0%	_	0.00	F	0.762	20000	_	2002
460	0.16		г	94%	4%	2%	0%	0%	0%	F	0.09	г	0.763	29000	F	2003
	Combined Traffic:	NA		To:		C+ I	auls Blvd				NA			NA		
ALT				From:			church St									
St Pauls Blvd	0.43	39000	F	94%	4%	2%	0%	0%	0%	F	0.076	F	0.599	42000	F	2003
400	Combined Traffic:	45000	F	94%	4%	2%	0%	0%	0%	F	NA			49000	F	
				To:	.,,		Brambletor			-					-	
ALT CA David	- Dl. d 0.04	24000		From:	40/				00/	N.	0.007	N.	0.005	22000	N.	2002
460 460 St Paul		21000	N	94%	1%	1%	1%	3%	0%	N	0.087	N	0.625	23000	N	2003
	Combined Traffic:	27000	N	94% To:	2%	1% T US 460	1%	2%	0%	N	NA			30000	N	
					AL			cello Ave								
ALT	- 0.47	0000	_	From:	40/		Hall Ave	00/	00/	_	0.440	_	0.504	0500	_	0000
Monticello Ave		6000	F	94%	4%	2%	0%	0%	0%	С	0.112	F	0.534	6500	F	2003
·	Combined Traffic:	45000	F	94%	4%	2%	0%	0%	0%	F	NA			49000	F	
ALT				From:		SR 337 E	Brambleton	Ave								
Monticello Ave	e 0.25	6000	F	94%	4%	2%	0%	0%	0%	F	0.1	F	0.546	6600	F	2003
·ko	Combined Traffic:	27000	N	94%	2%	1%	1%	2%	0%	Ν	NA			30000	N	
				To:			St Pauls E				<u> </u>					
City of Chesapeake			-													
North				From:		US	17; SR 168	3								
(464)	0.14	19000	F	95%	0%	1%	1%	2%	0%	F	0.129	F		22000	F	2003
	Combined Traffic:	49000	F	95%	0%	1%	1%	2%	0%	F	NA			56000	F	
				To: From:			I-64									
North	0.64	25000	F	-	00/	10/		20/	00/	_	0.117	_		20000	_	2002
464	Combined Traffic:	25000	F	95% 95%	0% 0%	1% 1%	1% 1%	2% 2%	0% 0%	F F	0.117	F		29000	F	2003
	Combined Trainc.	46000	г	95%	070				0%	F	NA			53000	F	
North				From:		US 13	Military H	wy								
464)	1.06	23000	F	94%	0%	2%	1%	3%	0%	С	0.12	F		27000	F	2003
	Combined Traffic:	43000	F	93%	0%	2%	1%	3%	0%	С	0.113	В	0.761	50000	F	
				To		Fre	eman Ave									
North	4.00			From:	00/			00/	00/	_	0.400			00000		0000
464	1.89	23000	Α	95%	0%	1%	1%	2%	0%	С	0.163	Α _		26000	Α	2003
	Combined Traffic:	43000	Α	95%	0%	1%	1%	2%	0%	С	0.114	В	0.776	49000	Α	
North				To: From:		SR 337	Poindexte	r St	-							
464)	0.76	23000	F	95%	0%	1%	1%	2%	0%	F	0.118	F		27000	F	2003
	Combined Traffic:	43000	F	95%	0%	1%	1%	2%	0%	F	NA			50000	F	
				To			L Norfolk									
City of Norfolk																
North				From:			L Norfolk				_		_			_
464	0.41	23000	F	95%	0%	1%	1%	2%	0%	F	0.118	F		27000	F	2003
	Combined Traffic:	43000	F	95%	0%	1%	1%	2%	0%	F	NA			50000	F	
North				To: From:		Ma	in Street									
North	0.76	21000	F	95%	0%	1%	1%	2%	0%	F	0.124	F		24000	F	2003
464	Combined Traffic:		F	95% 95%	0%	1%	1%	2%	0%	F	0.124 NA			45000	F	2000
	COMDINEU HAIRC.	29000	r	95% To:	U 70		I-264	∠ /0	U /0	i-	INA			40000	1	
City of Chancer!																
City of Chesapeake South				From:		US	17; SR 168	3	1							
464)	0.18	30000	F	95%	0%	1%	1%	3%	0%	F	0.104	F		33000	F	2003
	Combined Traffic:	49000	F	95%	0%	1%	1%	2%	0%	F	NA			56000	F	
							I-64		1							
South				From:									·			
464	0.98	21000	F	95%	0%	1%	1%	3%	0%	F	0.123	F		24000	F	2003
	Combined Traffic:	46000	F	95 <u>%</u>	0%	1%	1%	2%	0%	F	NA			53000	F	
				To:		US 13	Military H	wy								

					No	ortolk ivia	aintenan	ce Area								
Route	Lengtl	AAD1	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake				From:		IIC 12	Military H	Ixxx,	1							
South	0.84	20000	F	93%	0%	2%	1%	4%	0%	С	0.111	F		23000	F	2003
464	Combined Traffic			93%	0%	2%	1%	3%	0%	C	NA	'		50000	F	2000
	Combined Trainic	. 45000	•	95 70	0 70				070	C	INA			30000	'	
South				From:		Freer	nan Avent	ie								
464)	2.01	20000	Α	95%	0%	1%	1%	3%	0%	С	0.143	Α		23000	Α	2003
	Combined Traffic	: 43000	Α	95%	0%	1%	1%	2%	0%	С	NA			49000	Α	
				To:		Call	lector Roa	a								
South				From:												
464)	0.43	20000	F	95%	0%	1%	1%	3%	0%	F	0.112	F		23000	F	2003
	Combined Traffic	: 43000	F	95 <u>%</u>	0%	1%	1%	2%	0%	F	NA			50000	F	
				To:		SC	L Norfolk									
City of Norfolk																
South				From:			L Norfolk									
464)	0.36	20000	F	95%	0%	1%	1%	3%	0%	F	0.112	F		23000	F	2003
	Combined Traffic	: 43000	F	95%	0%	1%	1%	2%	0%	F	NA			50000	F	
Sa., 4b				To: From:		Ma	ain Street									
South	0.87	18000	F		Λ0/			20/	00/	F	0.100	F		21000	F	2002
464				95%	0%	1%	1%	3%	0%		0.109	٢		21000		2003
	Combined Traffic	39000	F	95% To:	0%	1%	1% I-264	2%	0%	F	NA			45000	F	
North	0.00	0000	_	From:	00/	00/	I-64	40/	00/	_	0.450	_		05000	_	0000
564	0.96	29000		99%	0%	0%	0%	1%	0%	F	0.152	F		35000	F	2003
	Combined Traffic	: 53000	F	99%	0%	0%	0%	1%	0%	F	NA			63000	F	
lorth				From:	S	R 406 Inte	rnational '	Ter Blvd								
North 564	1.81	18000	В	99%	0%	0%	0%	1%	0%	С	0.215	Α		22000	В	2003
564	Combined Traffic			99%	0%	0%	0%	1%	0%	C	0.1	F	0.901	47000	В	2000
	Combined Trainic	. 39000	ь	99 76 To:	070		Hampton		0%	C	0.1	Г	0.901	47000	Ь	
				From:		5R 337	•	DIVU								
South	0.00	22000		<u> </u>	00/	00/	I-64	10/	00/	_	0.450	_		20000	_	2002
564	0.80	23000		99%	0%	0%	0%	1%	0%	F	0.153	F		28000	F	2003
	Combined Traffic	: 53000	F	99%	0%	0%	0%	1%	0%	F	NA			63000	F	
South				From:	S	R 406 Inte	rnational '	Ter Blvd	-							
564)	1.84	21000	В	99%	0%	0%	0%	1%	0%	С	0.219	Α		25000	В	2003
304	Combined Traffic			99%	0%	0%	0%	1%	0%	C	NA	,,		47000	В	2000
	Combined Trainic	. 39000	ь	To:	0 /0		Hampton		0 /6	C	INA			47000	ь	
7:4																
City of Chesapeake East				From:		WC	CL Suffolk	:	I							
664	0.16	32000	G	93%	0%	1%	1%	5%	0%	F	0.108	F		35000	G	2003
	Combined Traffic			93%	0%	1%	1%	5%	0%	F	NA			71000	G	
			•		- 70					•	, .				-	
East				From:		64-659	Pughsville	e Kd								
664)	2.02	36000	F	93%	0%	1%	1%	5%	0%	F	0.098	F		39000	F	2003
	Combined Traffic	72000	F	93%	0%	1%	1%	5%	0%	F	NA			78000	F	
				т			ortsmouth	Blvd								
East		_	_	From:						_	_	_			_	
664)	1.10	36000		93%	0%	1%	1%	5%	0%	F	0.095	F		39000	F	2003
	Combined Traffic	72000	F	93%	0%	1%	1%	5%	0%	F	NA			79000	F	
				To- From:		64-663 Do	ck Landin	g Road].							
				·	0%				00/	_	0.400	_		40000	_	0000
	4.45	0000	_			1%	1%	5%	0%	F	0.100	F		42000	F	2003
	1.18	38000		93%						_					_	
	1.18 Combined Traffic			93% 93%	0%	1%	1%	5%	0%	F	NA			84000	F	
664				93%		1%	1% US 58	5%	0%	F	NA			84000	F	
664 East	Combined Traffic	: 78000	F	93%	0%	1%	US 58									2002
East 664 East 664	Combined Traffic	46000	F	93% From: 93%	0%	1%	US 58 1%	5%	0%	F	0.094	F		51000	F	2003
East	Combined Traffic	46000	F	93%	0%	1% 1% 1%	US 58	5% 5%				F				2003

10							NO	ortolk Maint	enance Area								
Combined Traffic: 102000 F 93% 0% 1% 5% 5% 0% F 0.108 F 56000 F 2003	Route	L	Length	AADT	QA	4Tire	Bus				OC		QK		AAWDT	QW	Year
1.73 51000 F 93% 9% 1% 1% 5% 9% 9% F 0.108 F 56000 F 2003	City of Chesapeake																
Combined Traffic: 102000 F 33% 0 % 19% 19% 5% 0 % F NA	East		0.70	E4000	_		00/			00/	_	0.400	_		FC000	_	2002
Severals Point P	664)	0 1 7											г			-	2003
Victor V		Combined	ı ramıc:	102000	r		0%			0%		NA			111000	F	
Combined Triffic:																	
Combined Traffic: 65000 G 93% 0% 1% 1% 5% 0% F NA 71000 G			0.60	22000	_		00/			00/	_	0.000	_		26000	_	2002
Second S	664)	0 1 7											Г				2003
Vest Gold Combined Traffic: 72000 F 93% 0% 1% 1% 5% 0% F NA 78000 F 2003		Combined	ı ramc:	65000	G	93%	0%	1%	1% 5%	0%		NA			71000	G	
Combined Traffic: 72000 F 93% 0% 1% 1% 5% 0% F NA 78000 F 2003	Nest					From:		64-659 Pugh	sville Road								
Combined Traffic: 72000 F 93% 0% 1% 1% 5% 0% F NA 78000 F			2.10	36000	F	93%	0%	1%	1% 5%	0%	F	0.086	F		39000	F	2003
Several Seve	004)	Combined 1	Traffic:	72000												F	
1.03 37000 F 93% 0% 1% 1% 5% 0% F 0.089 F 40000 F 2003		Combined	r raino.		•	To:	070			070		107			70000	•	
Combined Traffic: 72000 F 93% 0% 1% 1% 5% 0% F NA 79000 F	Vest							SR 337 Ports	mouth Blvd								
Mest	664)		1.03	37000	F	93%	0%	1%	1% 5%	0%	F	0.089	F		40000	F	2003
West		Combined 7	Traffic:	72000	F	93%	0%	1%	1% 5%	0%	F	NA			79000	F	
1.48						To		64-663 Dock I	anding Road								
Combined Traffic: 78000 F 93% 0% 1% 1% 5% 0% F NA 84000 F	West		1 40	40000	_	030/				Λ0/	_	0.003	_		42000	_	2002
Nest	664	Operate in a state											Г			-	∠003
1.21 51000 F 93% 0% 1% 1% 5% 0% F 0.087 F 55000 F 2003		Combined	ı raffic:	78000	r	93%	υ%	1%	1% 5%	υ%	۲	NΑ			84000	F	
1.21 51000 F 93% 0% 1% 1% 5% 0% F 0.087 F 55000 F 2003	Vest					From:		US	58								
Combined Traffic: 98000 F 93% 0% 1% 1% 5% 0% F NA 106000 F			1.21	51000	F	93%	0%	1%	1% 5%	0%	F	0.087	F		55000	F	2003
Title of Norfolk	004)	Combined 1	Traffic:	98000	F	93%	0%	1%	1% 5%	0%	F	NA			106000	F	
Corporate Bivd Corp					-											-	
Corporate Bivd 0.47 3600 F 98% 0.9% 1.9% 0.9% 0.9% 0.9% 0.9% 0.0% 0	ity of Norfolk																
Sewells Point Road 1.57 9200 F 98% 1% 1% 0% 0% 0% 0% 0% 0	ALV OF INDITION					From:		Curle	w Dr								
Sewells Point Road 1.57 9200 F 98% 1% 1% 1% 0% 0% 0% 0% 0	1 Corporate Blv	d	0.47	3600	F	98%	0%	1%	0% 0%	0%	F	0.125	F	0.702	4000	F	2003
Sewells Point Road 1.57 9200 F 98% 1% 1% 1% 0% 0% 0% 0% 0% 0% 0	122/					To:		US 13 Mil	itary Hwy								
SR 165 Little Creek Rd From Powhatan Ave SR 37 Hampton Blvd From Powhatan Ave SR 37 Hampton Blvd From SR 37 Hampton Blvd F						From:		SR 194;	SR 247								
SK 155 Lilie Creek Rd SK 1	3 Sewells Point	Road	1.57	9200	F	98%	1%	1%	0% 0%	0%	С	0.096	F	0.645	10000	F	2003
Second S	122					To:		SR 165 Little	e Creek Rd								
Age						From:		Powhata	an Ave								
SR 337 Hampton Blvd	49th Street		0.56	4400	F	99%	0%			0%	С	0.095	F	0.544	4800	F	2003
Secondary Street 10.42 2400 F 99% 0% 0% 0% 0% 0% 0% 0	122					_											
Colley Ave Segi Bolling Ave 0.48 2000 F 99% 0% 1% 0% 0% 0% 0% F 0.095 F 0.638 2100 F 2003						From:											
Colley Ave Description Powhatan Ave Powhatan Ave Description Description Powhatan Ave Description Description Powhatan Ave Description Descrip	8560) 49th Street		0.42	2400	F		0%	1%	0% 0%	0%	F	0.082	F	0.592	2700	F	2003
Bolling Ave 0.48 2000 F 99% 0% 1% 0% 0% 0% 0% F 0.095 F 0.638 2100 F 2003 SR 337 Hampton Blvd SR 337 Hamp	122)					To:		Colley	Ave								
SR 337 Hampton Blvd						From:		Powhata	an Ave								
SR 337 Hampton Blvd	8561) Bolling Ave		0.48	2000	F	99%	0%	1%	0% 0%	0%	F	0.095	F	0.638	2100	F	2003
Bolling Ave	122/					To		SR 337 Han	npton Blvd								
Secondary Seco	Bolling Ave		0.48	1900	F	99%	0%			0%	F	0.112	F	0.604	2100	F	2003
43rd Street 0.98 4700 F 99% 0% 1% 0% 0% 0% 0% F 0.098 F 0.608 5200 F 2003 Colley Ave	122																
43rd Street 0.98 4700 F 99% 0% 1% 0% 0% 0% 0% F 0.098 F 0.608 5200 F 2003 Colley Ave						From:											
To: Colley Ave Colley Ave	43rd Street		0.98	4700	F		0%			0%	F	0.098	F	0.608	5200	F	2003
Colley Ave 0.21 16000 F 98% 0% 1% 0% 0% 0% F 0.083 F 0.628 18000 F 2003 Solidar Colley Ave Colley Ave	122		0.00		•		070			070		0.000	•	0.000	0200	•	2000
Colley Ave 0.21 16000 F 98% 0% 1% 0% 0% 0% F 0.083 F 0.628 18000 F 2003 State Colley Ave						From:											
Colley Ave 0.40 13000 F 98% 0% 1% 0% 0% 0% 0% F 0.08 F 0.595 14000 F 2003	Colley Ave		0.21	16000	F		0%			0%	F	0.083	F	0.628	18000	F	2003
Colley Ave 0.40 13000 F 98% 0% 1% 0% 0% 0% F 0.08 F 0.595 14000 F 2003 September Princess Anne Rd Princess Anne Rd	8563 Oolicy Ave		0.21	10000	•	30 70	0 70			070		0.000	•	0.020	10000	•	2000
Princess Anne Rd Princess An	<u> </u>		2 12				201			201			_		4 4 4 4 4 4		
Princess Anne Rd Princess An	8563 Colley Ave		0.40	13000	F	98%	0%	1%	υ% 0%	0%	F	0.08	F	0.595	14000	F	2003
Colley Ave 0.37 15000 F 98% 0% 1% 0% 0% 0% F 0.081 F 0.532 16000 F 2003 Second Seco						To: From:		Princess A	Anne Rd								
1227 1328 1329 1329 1329 1329 1329 1329 1329 13	8563 Colley Ave		0.37	15000	F		0%			0%	F	0.081	F	0.532	16000	F	2003
Colley Ave 0.30 14000 F 98% 0% 1% 0% 0% 0% F 0.078 F 0.51 15000 F 2003 To: 27th Street 27th St 3563 Colley Ave 1.04 13000 F 98% 0% 1% 0% 0% 0% 0% C 0.085 F 0.520 14000 F 2003	122					To:											
To: 27th Street From: 27th St 2	Colley Ave		0.30	14000	F		በ%			n%	F	0.078	F	0.51	15000	F	2003
8563 Colley Ave 1.04 13000 F 98 0% 0% 1% 0% 0% 0% C 0.085 F 0.520 14000 F 2003	122		3.00	1-300	•		J /0			370	'	0.070	'	0.01	10000	•	2000
OSS Colley Ave 1.04 13000 F 98 0% 1% 0% 0% 0% C 0.085 F 0.520 14000 F 2003																	
122 /	8563) Colley Ave		1.04	13000	F	98%	0%			0%	С	0.085	F	0.520	14000	F	2003
SAIG GROOT	122																

					No	orfolk Maintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk															
				From:		52rd Street									
(8563) Jamestown Crescent	0.74	6200	F	98%	0%	1% 0%	0%	0%	F	0.087	F	0.541	6700	F	2003
				To-		SR 337 Hampton	Blvd								
\sim				From:		Dead End									
Powhatan Ave	0.75	1500	F	99%	0%	0% 0%	0%	0%	F	0.097	F	0.546	1600	F	2003
<u> </u>				To: From:		Bolling Ave		1							
8564 Powhatan Ave	0.81	3600	F	99%	0%	0% 0%	0%	0%	F	0.095	F	0.504	3900	F	2003
122				To:		38th St									
				From:		Powhatan Av									
8564 1222 38th Street	0.57	3000	G	99%	0%	0% 0%	0%	0%	F	NA			3200	G	2003
				To: From:		SR 337 Hampton	Blvd	ŀ							
8564) 38th Street	0.41	5400	F	99%	0%	0% 0%	0%	0%	F	0.08	F	0.616	6000	F	2003
8564) 38th Street				To:		C 11 A									
8564) 38th Street	0.53	7200	F	From: 99%	0%	Colley Ave	0%	0%	С	0.083	F	0.569	7900	F	2003
8564) 38th Street	0.55	1200	-	99 /0	0 70	076 076	0 76	0 76	C	0.003		0.509	7 900	,	2003
				From:		Llewellyn Av		•							
8564 38th Street	0.17	4200	F	99%	0%	0% 0%	0%	0%	F	0.081	F	0.518	4600	F	2003
				To: From:		US 460 Granby	St								
8564) La Vallette Ave	0.40	2200	F	99%	0%	US 460 0% 0%	0%	0%	F	0.083	F	0.570	2500	F	2003
(8564) La Vallette Ave	0.48	2200	Г	99 70 To:	0%			0%	Г	0.063	Г	0.572	2500	Г	2003
						Columbus Av	<u> </u>								
O 0 1 1 1 1			_	From:	201	Olney Rd		201	_		_		0.400	_	
8565 Colonial Ave	1.08	7600	F	99%	0%	0% 0%	0%	0%	F	0.086	F	0.508	8400	F	2003
				To: From:		27th St									
8565 Colonial Ave	1.07	2700	F	99%	0%	0% 0%	0%	0%	F	0.083	F	0.694	3000	F	2003
122				To:		New Hampshire	Ave								
				From:		Gasnold Ave									
New Hampshire Ave	0.24	180	F	99%	0%	0% 0%	0%	0%	F	0.168	F	0.587	200	F	2003
(1.2)				To:		Colonial Ave	!								
_				From:		Colley Ave									
8566 122 41st Street	0.05	760	F	99%	0%	0% 0%	0%	0%	F	0.149	F	0.673	840	F	2003
122)				To:		Mayflower Ro	i								
				From:		Carolina Ave								_	
8566 Mayflower Ave	0.22	1700	F	99%	0%	0% 0%	0%	0%	F	0.087	F	0.669	1900	F	2003
<u> </u>				To: From:		Delaware Ave									
Delevere Ave	0.55	2700	_	<u> </u>	00/	Mayflower Ro		0%	_	0.002	_	0.567	4000	F	2003
8566 Delaware Ave	0.55	3700	F	99%	0%	0% 0%	0%	0%	F	0.093	F	0.567	4000	Г	2003
				From:		Llewellyn Av									
(8566) Delaware Ave	0.12	8200	F	99%	0%	0% 0%	0%	0%	С	0.095	F	0.809	9000	F	2003
				To:		US 460 Granby	St								
				From:		Brambleton Av									
8567 Boush St	0.21	8700	F	99%	0%	0% 0%	0%	0%	F	0.106	F	0.540	9600	F	2003
122				To		Va Beach Blv	d								
8567) Llewellyn Ave	0.30	9800	F	From: 99%	0%	0% 0%	0%	0%	F	0.107	F	0.655	11000	F	2003
Llewellyn Ave	0.50	2000	•		5 /0			- 70	•	5.157	•	2.000	. 1000	•	_500
	2.52	0000		From:	001	Princess Anne		201		0.40=	_	0.505	44000	_	2000
(8567) Llewellyn Ave	0.50	9900	F	99%	0%	0% 0%	0%	0%	F	0.105	F	0.595	11000	F	2003
				To: From:		21st Street									
8567 Llewellyn Ave	0.72	8400	F	99%	0%	0% 0%	0%	0%	F	0.1	F	0.619	9200	F	2003
122/				To:		35th Street									
8567) Llewellyn Ave	0.14	7300	F	From: 99%	0%	0% 0%	0%	0%	С	0.09	F	0.561	8000	F	2003
(8567) Liewellyn Ave	0.14	1300	Г	99% To:	U 70	38th Street	0 /0	0 /0	C	0.08	1.	0.501	3000	ı	2003
				From:		38th Street		-							
(8567) Llewellyn Ave	0.20	12000	F	99%	0%	0% 0%	0%	0%	F	0.092	F	0.519	13000	F	2003
(8567) Llewellyn Ave			-		- / •				-		-			-	_,,,,
Llowelling Arm	0.00	6000	_	From:	00/	Delaware Ave		00/		0.000			7500		0000
8567 Llewellyn Ave	0.28	6800	F	99%	0%	0% 0%	0%	0%	F	0.093	F		7500	F	2003
				To:		US 460 Granby	St								

					INC	orfolk Maintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk															
	0.50	2.422	_	From:	40/	Colley Ave	20/	00/	•	0.007	_	0.000	40000	_	0000
8568 Olney Rd	0.58	9400	F	99%	1%	1% 0%	0%	0%	С	0.097	F	0.633	10000	F	2003
O 01 - 51			_	To: From:		Llewellyn Ave				2 121					
8568 Olney Rd	0.23	3000	F	To		Mantia II a Assa				0.121	F	0.75	3300	F	2003
				From:		Monticello Ave									
(8569) Granby Street	0.36	6600	F	99%	1%	122-8585 Main S	0%	0%	F	0.095	F	0.831	7200	F	2003
(8569) Granby Street	0.50	0000	•	To:	1 /0	US 58 Brambleton		0 /0	'	0.033	'	0.001	7200	'	2000
_				From:		Brambleton Ave									
(8569) Granby St	1.27	9400	F	99%	1%	1% 0%	0%	0%	F	0.082	F	0.512	10000	F	2003
				To:		Church St									
\sim				From:		Raleigh Ave									
8572 Claremont Ave	0.51	860	F	98%	1%	1% 0%	0%	0%	F	0.125	F		940	F	2003
				From:		SR 337 Hampton E	Blvd	-							
8572 21st Street	0.29	7500	F	98%	1%	1% 0%	0%	0%	С	0.098	F	0.521	8200	F	2003
				To: From:		Colley Ave		-							
8572 21st Street	0.48	13000	F	98%	1%	1% 0%	0%	0%	F	0.092	F	0.502	15000	F	2003
				To: From:		Llewellyn St									
8572) 21st Street	0.25	9400	F	98%	1%	1% 0%	0%	0%	F	0.096	F	0.514	10000	F	2003
122				To:		Monticello Ave	;								
				From:		US 58 Va Beach B	lvd								
8573 Ballentine Blvd	0.50	13000	F	95%	1%	2% 2%	1%	0%	С	0.079	F	0.597	14000	F	2003
				To: From:		SR 166 Princess Ann	ne Rd	-							
8573 Ballentine Blvd	0.54	11000	F	95%	1%	2% 2%	1%	0%	F	0.078	F	0.526	12000	F	2003
122)				To: From:		Tait Terrace									
8573) Ballentine Blvd	0.49	9400	F	95%	1%	122-8834 Tait Te	1%	0%	F	0.075	F	0.507	10000	F	2003
8573 Ballentine Blvd	0.43	3400	•	To:		122-8613 Chesapeak		070	•	0.073	•	0.507	10000	į	2000
				From:		US 460 Granby S									
(8574) Willow Wood Dr	1.10	11000	F	99%	0%	0% 0%	0%	0%	С	0.084	F	0.549	12000	F	2003
(8574) Willow Wood Dr				To:		SR 168 Tidewater	Dr								
				From:		SR 337 Alt; Watersi	de Dr								
8575 St Pauls Blvd	0.33	19000	F	99%	0%	0% 0%	0%	0%	F	0.123	F	0.64	21000	F	2003
122/				To:		Market St									
8575) Fenchurch St	0.41	7000	F	99%	0%	0% 0%	0%	0%	F	0.08	F	0.685	7700	F	2003
122				To		Brambleton Ave	<u>.</u>	ı.							
8575) Church St	0.23	14000	F	97%	1%	1% 1%	1%	0%	F	0.083	F	0.541	16000	F	2003
8575 Church St				To				1							
8575) Church St	0.13	16000	F	From: 97%	1%	Va Beach Blvd 1% 1%	1%	0%	F	0.084	F	0.525	17000	F	2003
(8575) Church St	0.10	. 5550	•	To:	. 70				•	5.55∓	•	0.020	555	•	_500
(8575) Church St	0.84	17000	F	97%	1%	Princess Anne R 1% 1%	1%	0%	С	0.078	F	0.521	19000	F	2003
(8575) Church St	0.04	. 7 0 0 0	•	J1 /0	1 /0		1 /0	J /0	J	0.070	•	0.021	10000		2000
(8575) Church St	0.05	13000	F	From: 97%	1%	26th St 1% 1%	1%	0%	F	0.000		0.526	14000		2003
(8575) Church St	0.05	13000	Г	9170	1 70		1 70	U%	F	0.080	F	0.526	14000	F	2003
Ohurst Of	0.01	44000		From:	401	27th St	401	001		0.000		0.540	40000		
8575 Church St	0.21	11000	F	97% To:	1%	1% 1%	1%	0%	F	0.082	F	0.546	12000	F	2003
						Monticello Ave	*								
8576) Princess Anne Rd	0.62	850	F	98%	0%	Dead End 1% 0%	0%	0%	С	0.117	F	0.626	930	F	2003
Princess Anne Rd	0.02	030	Г	JU /0	U /0			U /0	C	0.117	-	0.020	930	1	2003
O Deinesse A D :	0.00	F000		From:	407	SR 337 Hampton E		001		0.00		0.500	FF00		
Princess Anne Rd	0.08	5000	F	97%	1%	1% 0%	0%	0%	F	0.08	F	0.506	5500	F	2003
				From:		Colley Ave									
8576 Princess Anne Rd	0.32	7300	F	97%	1%	1% 0%	0%	0%	F	0.08	F	0.528	8000	F	2003
				To:		Colonial Ave									

				INC	orfolk Mainter	iance Area								
Length	AADT	QA	4Tire	Bus			2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
0.18	9700	F	97%	1%			0%	F	0.083	F	0.518	11000	F	2003
0.28	8200	F	From: 97%	1%			0%	F	0.084	F	0.594	9000	F	2003
0.49	8300	F	From: 97%	1%			0%	С	0.085	F	0.614	9100	F	2003
0.29	13000	F	97% To:	1%	1% 09	% 0%	0%	F	0.082	F	0.552	14000	F	2003
0.17	3300	F	From:		Monticello	Ave			0.103	F	0.741	3600	F	2003
0.13	2400	G	From:						NA			2500	G	2003
0.32	2100	F	From: 98%	1%	1% 09	% 0%	0%	F	0.087	F	0.638	2300	F	2003
0.44	4500	F	From: 99%	0%	Chesapeake	Blvd % 1%	0%	С	0.088	F	0.691	5000	F	2003
0.11	730	F	99%	0%			0%	F	0.122	F	0.578	800	F	2003
0.64	1500	F	From: 99% To:	0%	0% 09	% 1%	0%	F	0.087	F	0.638	1700	F	2003
0.25	5800	F	98% To:	1%	1% 09	% 0%	0%	F	0.111	F	0.741	6400	F	2003
0.16	3300	F	98% To-	1%	1% 09	% 0%	0%	F	0.127	F	0.764	3600	F	2003
0.42	3500	F	98% To:	1%	1% 09	% 0%	0%	F	0.115	F	0.574	3900	F	2003
0.77	4800	F	98% To:	1%	1% 09	% 0%	0%	F	0.108	F	0.742	5300	F	2003
0.23	830	F	98%	1%	1% 09	% 0%	0%	F	0.134	F	0.804	910	F	2003
0.66	1600	F	98% To:	1%	1% 09	% 0%	0%	С	0.12	F	0.830	1800	F	2003
0.53	13000	F	98% To:	1%	1% 09	% 0%	0%	F	0.082	F	0.599	14000	F	2003
0.57	4400	F	93% To:	1%	1% 49	% 1%	0%	F	0.076	F	0.509	4800	F	2003
0.10	13000	F	97%	1%	1% 19		0%	F	0.084	F	0.598	14000	F	2003
0.11	12000	F	97%	1%	1% 19	% 1%	0%	F	0.075	F	0.595	13000	F	2003
0.21	12000	F	97% To:	1%		% 1%	0%	F	0.084	F	0.524	13000	F	2003
	0.18 0.28 0.49 0.29 0.17 0.13 0.32 0.44 0.11 0.64 0.25 0.16 0.42 0.77 0.23 0.66 0.53 0.57 0.10 0.11	0.28 8200 0.49 8300 0.29 13000 0.17 3300 0.13 2400 0.32 2100 0.44 4500 0.11 730 0.64 1500 0.25 5800 0.16 3300 0.77 4800 0.23 830 0.66 1600 0.53 13000 0.57 4400 0.10 13000 0.11 12000	0.18 9700 F 0.28 8200 F 0.49 8300 F 0.29 13000 F 0.17 3300 F 0.13 2400 G 0.32 2100 F 0.44 4500 F 0.64 1500 F 0.16 3300 F 0.42 3500 F 0.77 4800 F 0.23 830 F 0.66 1600 F 0.53 13000 F 0.57 4400 F 0.10 13000 F 0.11 12000 F	0.18 9700 F 97%	Length AADT QA 4Tire Bus	Length AADT QA	Length AADT QA	Length AADT QA	Company Comp	Company Comp	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus SADT SADT	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus 2AA/e 3rA/e Truck Truck C Factor C

					N	orfolk Maintenance Area								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk														
				From:		Fauquier St								
8592 Berkley Ave Ext	0.80	2900	F	97%	1%	1% 1% 1%	0%	С	0.081	F	0.527	3200	F	2003
				To:		Wilson St								
8592) Berkley Ave Ext	0.45	11000	G	From: 97%	1%	1% 1% 1%	0%	F	NA			12000	G	2003
8592 Berkley Ave Ext	0.10		•	0.70	170			•				12000	Ū	2000
				From:		Campostella Rd								
8592 Berkley Ave Ext	0.27	2900	F	97 <u>%</u>	1%	1% 1% 1%	0%	F	0.081	F	0.533	3100	F	2003
				To:		WCL Chesapeake								
				From:		Campostella Rd								
8593) Springfield Ave	0.52	180	F	93%	1%	5% 0% 0%	0%	С	0.110	F	0.583	200	F	2003
(8593) Springfield Ave				To:		Sycamore St								
				From:			1							
Carrier Mandau Blud	0.55	070	_	<u> </u>	00/	Military Hwy	00/	^	0.007	_	0.504	4400	_	2002
(8594) Spring Meadow Blvd	0.55	970	F	99% To:	0%	0% 0% 0%	0%	С	0.087	F	0.531	1100	F	2003
				10:		Hunt Rd								
				From:		Liberty St								
8595 S Main St	0.27	2500	F	93%	3%	3% 1% 1%	0%	С	0.074	F	0.565	2800	F	2003
122				To:		Indian River Rd								
				From:		Ingleside Rd								
(8607) Village Ave/Sewells Poin	1.07	4300	F	88%	2%	2% 1% 7%	0%	С	0.103	F	0.57	4700	F	2003
Village Ave/Sewells Poin	1.07	-300	г	00 70 To:	∠ /0		0 /0	C	0.103	1.	0.57	4700	1	2003
						Princess Anne Rd								
				From:		Cloncurry Rd								
North Shore Rd	0.57	900	F	97%	1%	1% 0% 1%	0%	F	0.127	F	0.532	990	F	2003
				To:		Hampton Blvd	1							
8609 North Shore Rd	0.73	1500	F	97%	1%	1% 1% 1%	0%	F	0.093	F	0.669	1700	F	2003
North Shore Rd	0.73	1300		91 /0 To:	1 /0	Diven St	0 /0		0.093		0.009	1700		2003
				From:		North Shore Rd								
8609 Diven Street	0.60	2000	F	97%	1%	1% 0% 1%	0%	С	0.083	F	0.527	2200	F	2003
(8609) Diven Street	0.00	2000	•	To:		International Terminal Blvd	070	C	0.003	'	0.521	2200	•	2003
				From:		SR 337 Hampton Blvd								
8610 122 Beechwood Ave	0.49	390	F	99 <u>%</u>	0%	0% 0% 0%	0%	F	0.124	F	0.519	430	F	2003
				To:		Beechwood Ave								
				From:		Granby St								
8611 Kinglsey Lane	0.25	4700	F	99%	0%	0% 0% 0%	0%	F	0.092	F	0.693	5200	F	2003
(8611) Kinglsey Lane				To:		Newport Ave								
				From:		Kingsley La								
8611) Newport Ave	1.16	3300	F	99%	0%	0% 0% 0%	0%	С	0.089	F	0.5	3600	F	2003
Newport Ave				To:		Little Creek Rd								
				From:										
NA plube v A v v z	0.0-	2000	_		40/	Princess Anne Rd	001	_	0.077	_	0.500	4000	_	0000
(8613) Maltby Ave	0.27	3900	F	97%	1%	1% 1% 1%	0%	F	0.077	F	0.586	4300	F	2003
				To: From:		Cary St								
(8613) Maltby Ave	0.15	3600	F	97%	1%	1% 1% 1%	0%	F	0.073	F	0.587	4000	F	2003
(8613) Maltby Ave			-		.,.			-		-			•	
<u> </u>				From:		St Julian Ave								
Maltby Ave	0.20	1400	F	97%	1%	1% 1% 1%	0%	F	0.083	F	0.567	1500	F	2003
				To:		Rugby St								
<u> </u>	0.1-		_	From:		122-8837 Rugby Street	22.	_	0.45-	_			_	
(8613) Maltby Ave	0.12	80	F	97 <u>%</u>	1%	1% 1% 1%	0%	F	0.130	F	0.64	80	F	2003
				To:		Dead End Gap Terminus								
O 01			_	From:		Tait Terrace		_		_			_	
8613 Chesapeake Blvd	0.62	1500	F	97%	1%	1% 1% 1%	0%	F	0.088	F	0.53	1700	F	2003
				To:		Kitchener Ave								
8613) Chesapeake Blvd	0.14	1600	F	97%	1%	1% 1% 1%	0%	F	0.087	F	0.511	1700	F	2003
(8613) Chesapeake Blvd	J. 14	1000	1	97 70 To:				1	0.007	1	0.011	1700		2003
				From:	SK 24	7 Gap Terminus Chesapeake E	orva							
8613 Norview Ave	0.51	15000	F	99%	0%	Military Hwy 0% 0% 0%	0%	С	0.079	F	0.582	17000	F	2003
(8613) Norview Ave	0.01	13000	٢	<i>397</i> 0	U 70	0% 0% 0%	U 70	C	0.078	۲	0.582	17000	Г	2003
				From:		Azalea Garden Rd	}							
8613) Norview Ave	0.21	12000	F	99%	0%	0% 0% 0%	0%	F	0.075	F	0.55	13000	F	2003
Norview Ave				To:	Ŋ	Norfolk International Airport								
					1		Į.							

Length														
-	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	ick 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
0.04	0500	_	From:	00/	Granby St	00/	00/	_	0.004	_	0.045	0000	_	0000
0.61	8500	F	99%	0%	0% 0%	0%	0%	F	0.084	F	0.615	9300	F	2003
			To: From:		Tidewater Dr									
0.52	11000	F	99%	0%	0% 0%	0%	0%	С	0.086	F	0.565	13000	F	2003
			To:		Chesapeake Blve	i								
1.10	6100	F	99%	0%		0%	0%	F	0.09	F	0.587	6700	F	2003
			To:			!								
			From:		Bay View Blvd									
0.41	4700	F	99%	0%	1% 0%	0%	0%	С	0.09	F	0.528	5100	F	2003
			To:		US 60 Ocean View	Ave								
			From:		Chesapeake Blve	d								
0.71	810	F	99%	0%		0%	0%	F	0.090	F	0.539	880	F	2003
			To:											
			From:				1							
0.54	1800	E		0%		O%	0%	C	0.104	F	0.531	2000	E	2003
0.54	1000	•	33 /0	0 70	070 070	0 70	070	C	0.104	•	0.551	2000	'	2000
			From:											
0.49	1600	F	99%	0%	0% 0%	0%	0%	F	0.099	F	0.703	1800	F	2003
			To:											
		_			Sheppard Ave			_		_			_	
0.19	380	F	99%	0%	0% 0%	0%	0%	F	0.134	F	0.654	410	F	2003
			To:		Tallwood St									
0.04	380	N	99%	0%	0% 0%	0%	0%	Ν	0.134	Ν	0.654	410	Ν	200
			To:											
			From:		Sunset Drive									
0.46	680	F	97%	0%	1% 0%	0%	0%	С	0.105	F	0.531	740	F	200
			To:		Bay View Blvd									
			From:		Little Creek Rd									
0.64	3300	F	99%	0%		0%	0%	F	0.097	F	0.671	3600	F	200
0.01	0000	•		070	170 070	070		•	0.001	•	0.07 1	0000	•	
			From:		Sheppard Ave									
0.73	3800	F	99%	0%	1% 0%	0%	0%	F	0.104	F	0.714	4100	F	200
			To		Bay View Blyd									
0.76	1100	F		0%		0%	0%	F	0.088	F	0.618	1200	F	2003
			To:											
			From:			14								
0.22	2400	_		00/			00/	_	0.215	_		2600	_	200
0.33	2400	г	9970	0%	170 U70	070	070	Г	0.213	Г		2000	Г	200
			From:		I-64									
0.30	16000	F	99%	0%	0% 0%	0%	0%	С	0.098	F	0.771	17000	F	200
			To:		First View St									
					Bay Ave									
0.36	9700	F	99%	0%	0% 0%	0%	0%	F	0.106	F	0.736	11000	F	200
			To		Beardon Ave									
0.47	5100	F		0%		0%	0%	F	0.086	F	0.663	5600	F	200
0.47	0.00	•	0070	0 70	070 070	070	070	•	0.000	•	0.000	0000	•	200
			From:											
0.44	6200	F	99 <u>%</u>	0%	0% 0%	0%	0%	F	0.086	F	0.67	6800	F	200
			To:		US 60 Ocean View	Ave								
			From:		First View St		1							
0.35	740	F	99%	0%	0% 0%	0%	0%	F	0.121	F	0.51	810	F	200
			To:		Dead End									
			From:											
					Granby St	0%	0%	F	0.127					
U 82	1/100	_	QQ ⁰ /-	10/_	U0/2 U0/2					⊏	U 216	1600	F	200
0.87	1400	F	99% To:	1%	0% 0%	070	070	•	0.127	F	0.516	1600	F	200
0.87	1400	F	To:	1%	Thole St	070	070	-	0.127	F	0.516	1600	F	200
			To: From:		Thole St Granby St									
0.87	1400	F	To:	1%	Thole St	0%	0%	F	0.127	F F	0.516	11000	F F	
			To: From: 99%		Thole St Granby St 0% 0%									2003
			To: From:		Thole St Granby St									
	1.10 0.41 0.71 0.54 0.49 0.19 0.04 0.46 0.64 0.73 0.76	1.10 6100 0.41 4700 0.71 810 0.54 1800 0.49 1600 0.19 380 0.04 380 0.46 680 0.73 3800 0.73 3800 0.76 1100 0.33 2400 0.30 16000 0.36 9700 0.47 5100	1.10 6100 F 0.41 4700 F 0.71 810 F 0.54 1800 F 0.49 1600 F 0.19 380 F 0.04 380 N 0.46 680 F 0.73 3800 F 0.73 3800 F 0.76 1100 F 0.33 2400 F 0.30 16000 F 0.36 9700 F 0.47 5100 F	0.52	1.10	1.10	11000	11000	11000 F 99% 0% 0% 0% 0% 0% 0% 0	11000	1,100	1.10	1100	1100

					NO	ortolk Maintenance Are	а							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra	il 2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk				_				_						
				From:		Little Creek Rd								
8629 Meadow Creek Rd	0.49	890	F	99 <u>%</u>	1%	0% 0% 0%	0%	F	0.103	F	0.566	980	F	2003
				To-		Dead End								
				From:		Azalea Garden Rd								
8630 1222 Heutte Dr	1.20	2800	F	99%	1%	0% 0% 0%	0%	F	0.088	F	0.542	3100	F	2003
122				To:		Shore Dr								
				From:		122-3								
8631 Johnstons Rd	0.21	NA							NA			NA		
122				To:		Chaganaglia Dlvd								
(8631) Johnstons Rd	0.58	13000	F	From: 99%	1%	Chesapeake Blvd 1% 0% 0%	0%	l F	0.092	F	0.632	14000	F	2003
(8631) Johnstons Rd	0.00	10000	•	0070	1 70	170 070 070	070		0.002	•	0.002	14000	•	2000
O	0.00	=	_	From:	40/	Military Hwy	00/		0.00	_	0.504	7000		0000
8631 Johnstons Rd	0.93	7300	F	99%	1%	1% 0% 0%	0%	С	0.09	F	0.504	7900	F	2003
				To: From:		Little Creek Rd								
8631 Halprin Dr	1.05	3600	F	99%	1%	1% 0% 0%	0%	F	0.113	F	0.711	3900	F	2003
(122)				To:		Dead End								
8631) Halprin	0.16	560	F	99%	1%	1% 0% 0%	0%	F	0.099	F	0.577	610	F	2003
122	00		-	To:	.,,	Pleasant Ave	0,0		0.000		0.0	0.0		
				From:										
Norview Ave	0.29	5100	F	99%	0%	Tidewater Dr 1% 0% 0%	0%	l F	0.097	F	0.645	5600	F	2003
8632 Norview Ave	0.23	3100	•	33 70	0 70	170 070 070	070		0.007		0.043	3000	•	2000
$\overline{}$				From:		Sedgefield Dr								
8632 Norview Ave	0.79	5200	F	99%	0%	1% 0% 0%	0%	С	0.097	F	0.615	5600	F	2003
				Tn·		Chesapeake Blvd								
<u> </u>				From:		Heutte Dr								
8633 Walters Dr	0.20	350	F	98%	0%	1% 0% 0%	0%	F	0.107	F	0.69	380	F	2003
122)				To: From:		Little Creek Rd								
(8633) Walters Dr	0.53	1200	F	98%	0%	1% 0% 0%	0%	С	0.085	F	0.667	1300	F	2003
(8633) Walters Dr				To-		Creekwood Rd								
				From:		Military Hwy								
(8634) Meadow Lake Dr	0.43	920	F	99%	0%	1% 0% 0%	0%	F	0.114	F	0.528	1000	F	2003
(8634) Meadow Lake Dr	0.10	020	•	To:	070	Aldow Dr	070		0.111	•	0.020	1000	•	2000
				From:										
8636) Robin Hood Rd	0.99	6700	F	97%	1%	Chesapeake Blvd 1% 0% 1%	0%	l F	0.083	F	0.541	7300	F	2003
(8636) Robin Hood Rd	0.99	0700	-	91 /0 To:	1 /0		0 /0		0.003		0.541	7300		2003
				From:		Sewells Point Rd Sewells Pt Rd								
8636 Robin Hood Rd	0.36	5400	F	97%	1%	1% 0% 1%	0%	F	0.092	F	0.541	5900	F	2003
122				To				İ						
O Dobin Lload Dd	0.40	0000	-	From:	10/	Azalea Garden Rd 1% 0% 1%	00/		0.005	Г	0.501	0700	г	2002
8636 Robin Hood Rd	0.40	8800	F	97%	1%	1% 0% 1%	0%	С	0.085	F	0.581	9700	F	2003
				From:		Ellsmere Ave								
(8636) Robin Hood Rd	0.33	13000	F	97 <u>%</u>	1%	1% 0% 1%	0%	F	0.102	F	0.757	14000	F	2003
				To:		SR 165								
				From:		122-8639 Kimball Terrace	_							
8637 Ballentine Blvd	0.23	5500	F	98%	1%	1% 0% 0%	0%	С	0.089	F	0.561	6000	F	2003
122				To-		4; SR 405 Ballentine Blvd; C	•							
<u> </u>			_	From:		58 Virginia Beach Blvd; Ga		l		_			_	-
(8637) Merrimac Ave	0.36	1000	F	98%	1%	1% 0% 0%	0%	F	0.108	F	0.718	1100	F	2003
				To:		SR 166 Princess Anne Rd								
				From:		Northampton Blvd								
(8638) Wesleyan Dr	0.36	19000	F	97 <u>%</u>	1%	1% 0% 1%	0%	F	0.086	F	0.674	21000	F	2003
122				To:		WCL Virginia Beach								
				From:		Brambleton Ave								
8639 Kimball Terrace	0.99	5400	F	96%	1%	1% 1% 1%	0%	F	0.089	F	0.528	5900	F	2003
122				To:		Ballentine Blvd								
				From:		Chick St								
8639 Westminister Ave	0.50	3600	F	96%	1%	1% 1% 1%	0%	F	0.112	F	0.529	3900	F	2003
144				To:		Stapleton Ave								
·		·			_			_		· <u>-</u>	·			

						INC	DITOR Mairiterian									
Route		Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
City of Norfolk																
	A	0.00	400	_	From:	40/	Dead End	40/	00/	_	0.40	_	0.500	000	_	000
Westminis	ster Ave	0.33	190	F	96%	1%	1% 1%	1%	0%	F	0.12	F	0.582	200	F	2003
					From:		Ingleside Roa Westminister A									
8639 Ingleside F	54	1.00	3800	F	96%	1%	1% 1%	1%	0%	F	0.089	F	0.582	4100	F	200
Ingleside F	\u	1.00	3000	•	30 /0	1 /0	170 170	1 70	070	'	0.003	•	0.302	4100		200
$\overline{}$					From:		Va Beach Blv									
8639 Ingleside F	₹d	0.65	14000	F	96%	1%	1% 1%	1%	0%	F	0.085	F	0.549	15000	F	200
					From:		Princess Anne	Rd	-							
8639) Ingleside F	Rd	0.46	14000	F	96%	1%	1% 1%	1%	0%	С	0.081	F	0.535	16000	F	200
lngleside F					To:		T-:4 T									
Cromwoll	Dd	0.50	15000	F	From:	10/	Tait Terrace	10/	00/		0.007	F	0.522	16000	F	200
6639 Cromwell I	Ru	0.58	15000	г	96%	1%	1% 1%	1%	0%	F	0.087	Г	0.523	16000	Г	200
					From:		Chesapeake Bl	vd								
8639 Cromwell I	Rd	0.85	12000	F	96%	1%	1% 1%	1%	0%	F	0.089	F	0.532	13000	F	200
122/					To:		Tidewater Di									
					From:		Va Beach Blv	d	Ī							
Azalea Ga	rden Rd	0.79	10000	F	<u> </u>		Deuti Div	-			0.096	F	0.537	11000	F	200
Azalea Ga		•		•								•			-	
<u> </u>		0.01	45000		From:		Princess Anne	Rd	-		0.00=		0.505	40000	_	
8641 Azalea Ga	rden Kd	0.31	15000	F							0.097	F	0.535	16000	F	200
					To:		Sewells Pt Ro	<u> </u>								
Azalea Ga	rden Rd	0.64	9200	F	96%	1%	1% 1%	1%	0%	F	0.091	F	0.520	10000	F	200
Azalea Ga					To:				 1							
	rdon Dd	0.20	0600		From:		Robin Hood R	u			0.007		0.640	10000		200
Azalea Ga	ruen Ka	0.39	9600	F							0.087	F	0.613	10000	F	200
					To: From:		Elmhurst Ave	;	-							
Azalea Ga	rden Rd	0.42	8900	F	·						0.091	F	0.65	9800	F	200
122/					To:		Military Hwy									
					From:		US 58 Va Beach	Blvd								
Raby Rd		0.25	11000	F	93%	3%	2% 1%	1%	0%	С	0.084	F	0.607	12000	F	200
Raby Rd		0.20		-	To:	0,0	Harmony Rd	.,,		·	0.00	•	0.00.		-	
					From:		Raby Rd									
Sabre Rd/	Lowery Rd	0.45	9700	F	93%	3%	2% 1%	1%	0%	F	0.082	F	0.563	11000	F	200
Sabre Rd/	,				т											
		0.40		_	From:	00/	US 13 Military I			_	0.000		0.550	7000	-	
8642 Lowery Rd	ı	0.43	6600	F	93%	3%	2% 1%	1%	0%	F	0.096	F	0.553	7200	F	200
					To:		SR 165 Kempsvil	e Rd								
_					From:		Sandpiper Lar	e								
Poplar Hal	l Dr	0.56	2200	F	98%	1%	1% 0%	0%	0%	F	0.083	F	0.597	2500	F	200
(122)					To:		US 13 Military I	Iww								
8644) Poplar Hal	l Dr	0.59	13000	F	98%	1%	1% 0%	0%	0%	С	0.09	F	0.569	15000	F	200
Poplar Hai	וט	0.00	.5550	•	70 70 To:	1 /0	Glenrock Rd	0 /0	J /0	0	0.00	•	0.000	10000	'	200
					From:		Poplar Hall D	r								
8644) Glenrock F	Rd	0.40	5600	F	98%	1%	1% 0%	0%	0%	F	0.100	F	0.515	6200	F	200
Glenrock F				•	To:		US 58 Va Beach			-						
					From:				-							
C Militar I		0.10	3500	_		Λ0/	Curlew Dr	00/	00/	_	0.101	_	0 544	2000	_	200
S Military I	ıvv y	0.19	3500	F	99% To:	0%	0% 0%	0%	0%	F	0.101	F	0.514	3900	F	200
					From:		Sellger Dr Military Hwy									
Sellger Dr		0.59	3000	F	99%	0%	0% 0%	0%	0%	С	0.104	F	0.579	3300	F	200
Seliger Dr		0.59	5000	Г	99% To:	U /0	Kidd Blvd	U /0	J /0	C	0.104	I.	0.578	3300		200
					From:		Sellger Dr									
Kidd Blvd		0.24	2700	F	99%	0%	0% 0%	0%	0%	F	0.100	F	0.537	3000	F	200
Kidd Bivd		0.27	-100	•	99 /6 To:	J /0	Curlew Dr	U /U	J /0	•	0.100	'	0.001	3000		200
									ļ							
					From:		Susquehanna I								_	
Newtown F	Road	0.57	5900	F	98%	0%	1% 0%	0%	0%	F	0.087	F	0.625	6500	F	200
					To-		SR 165 Princess Ar		ļ							
					From:		US 58 Va Beach	Blvd							_	
	D	0.40	00000	_	000/	001	40/ 001	00/	001							
8678 Newtown F	Road	0.16	39000	F	98% To:	0%	1% 0% NCL Va Beac	0%	0%	С	0.072	F	0.515	43000	F	200

					INC	orfolk Maintenance	Area								
Route	Length	AADT	QA	4Tire	Bus	Truck	-	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk															
8754 Herbert St	0.42	610	F	97%	1%		0%	0%	С	0.097	F	0.609	660	F	2003
				To: From:		Windermere Ave Herbert St									
Windermere Ave	0.23	450	F	97%	1%		0%	0%	F	0.107	F	0.61	500	F	2003
Windermere Ave				To:		Sewells Pt Rd									
				From:		Cul-de-Sac		1							
Raleigh Ave	0.15	1600	F	92%	1%	2% 2%	3%	0%	С	0.095	F	0.694	1700	F	2003
122/				To:		Claremont St									
Raleigh Ave	0.06	1800	F	92%	1%		3%	0%	F	0.096	F	0.703	2000	F	2003
122)				To:		1US 58-P Raleigh Ave	e								
				From:		Norview Ave									
Sedgefield Dr	0.54	1300	F	93%	3%		1%	0%	F	0.097	F	0.607	1400	F	2003
122/				To:		Philpotts Rd									
_				From:		5Th Bay St									
Pleasant Ave	1.18	1900	F	98%	1%	1% 0%	0%	0%	F	0.082	F	0.647	2100	F	2003
				To: From:		Shore Dr									
Diagont Ava	0.40	4200	_		10/	US 60 Shore Ave	00/	00/	_	0.000	_	0.500	1400	F	2002
Pleasant Ave	0.49	1200	F	98% To:	1%	1% 0% 30Th Bay Street	0%	0%	С	0.092	F	0.598	1400	Г	2003
				From:		-									
Norway Place	0.76	1500	F	98%	1%	Versailles Ave	0%	0%	F	0.097	F	0.563	1600	F	2003
Norway Place	0.70	1300	•	To:	1 /0	Willow Wood Dr	0 70	070	'	0.031	•	0.505	1000	•	2000
				From:											
Dominion Ave	1.49	1400	F	98%	1%	Meadow Creek Rd	0%	0%	F	0.123	F	0.536	1500	F	2003
Dominion Ave	1.40	1400	•	To:	170	Walters Dr	0 70	070	•	0.120	•	0.000	1000	•	2000
				From:		Elmore Place		1							
Alsace Ave	0.16	1500	F	98%	1%		0%	0%	F	0.164	F	0.533	1600	F	2003
Alsace Ave			-	To:		Tidewater Dr			-		•			-	
				From:		26Th St		i							
8780) Lindenwood Ave	0.52	4800	F	98%	1%		0%	0%	С	0.087	F	0.525	5300	F	2003
Lindenwood Ave				To:		Tidewater Dr									
				From:		Tappahannock Dr									
Muskogee Ave	0.29	1700	F	96%	1%		1%	0%	F	0.087	F	0.579	1800	F	2003
122				To:		Tidewater Dr									
Philpotts Rd	0.80	2500	F	96%	1%		1%	0%	С	0.1	F	0.576	2800	F	2003
122	0.00		-	To:	. , ,	Sewells Point Rd	.,,	7,0		٠	•	0.0.0		•	
				From:		Huntsman Rd									
8784) Curlew Dr	1.61	5000	F	98%	1%		0%	0%	F	0.118	F	0.54	5500	F	2003
Curlew Dr				To:		Newtown Rd									
				From:		Hampton Blvd									
8791) 35th Street	0.22	1500	F	98%	1%		0%	0%	F	0.078	F	0.547	1700	F	2003
(8791) 35th Street				To:		Killam Ave									
8791) 35th Street	0.18	2400	F	From: 98%	1%		0%	0%	F	0.073	F	0.596	2600	F	2003
8791) 35th Street	5.10		-	To	. 70				•		•			•	
35th Street	0.47	4500	F	From: 98%	1%	Colley Ave	0%	0%	С	0.077	F	0.544	4900	F	2003
35th Street	0.47	4500	Г	90 70	1 70	170 U70	U /0	U 70	C	0.077	1-	0.544	4900	ı	2003
05#-01-1	2.22	4000	_	From:	401	Debree Ave	001	00/		0.0==		0.500	F 400		
8791 35th Street	0.08	4900	F	98%	1%	1% 0%	0%	0%	F	0.077	F	0.536	5400	F	2003
				To: From:		Llewellyn Ave									
8791) 35th Street	0.16	4400	F	98%	1%		0%	0%	F	0.073	F	0.595	4800	F	2003
				To:		Granby St									
				From:		Olney Rd W									
						Onicy rea 11									
Mowbray Arch	0.66	590	F	98%	1%	•	0%	0%	F	0.091	F	0.524	640	F	2003

					NO	ortolk Maintenance	Area								
Route	Length	AADT	QA	4Tire	Bus	Truc 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk															
8834 Tait Terrace	0.09	2900	F	98% To:	1%	Ballentine Blvd 1% 0% Ingleside Rd	0%	0%	F	0.09	F	0.535	3100	F	2003
8836 122 Ocean View Ave	0.44	280	F	98% To:	1%	21St Street 1% 0% 28Th Street	0%	0%	F	0.15	F	0.531	300	F	2003
8837 Rugby St	0.33	2100	F	98% To:	1%	Tidewater Dr 1% 0% Maltby Ave	0%	0%	F	0.085	F	0.566	2300	F	2003
8838 Poplar Hall Dr	0.41	7700	F	From: 98% To:	0%	122-8644 Glenrock F 1% 0% US 58 Va Beach Blv	0%	0%	С	0.089	F	0.517	8500	F	2003
8840 Atlantic Street	0.07	3600	F	From: 97% To:	1%	A1SR 337 Waterside 1% 1% 122-8585 Main Stree	Dr 1%	0%	F	0.114	F	0.815	4000	F	2003
City of Portsmouth 1 Bayview Blvd	0.21	14000	F	From:	1%	Mt Vernon Ave 1% 1%	7%	0%	С	0.093	F	0.688	15000	F	2003
8516) Cedar Lane	0.42	550	F	To:		Chautauqua Ave 124-8525 River Shore Dead End	Rd			0.127	F	0.820	600	F	2003
8520 Town Point Rd	0.71	11000	F	From: 98%	1%	ECL Suffolk 1% 0%	0%	0%	F	0.084	F	0.595	12000	F	2003
8520 Town Point Rd	0.13	27000	F	98%	1%	Twin Pines Rd 1% 0%	0%	0%	С	0.083	F	0.591	30000	F	2003
8520 Town Point Rd	0.31	22000	F	97% To:	0%	SR 164 Western Fw 1% 1% NCL Chesapeake	1%	0%	С	0.086	F	0.536	25000	F	2003
8522 Portsmouth Blvd	0.34	5600	F	99%	0%	Elm Ave 1% 0%	0%	0%	F	0.134	F	0.847	6100	F	2003
8522) Portsmouth Blvd	0.55	4700	F	99% Tn:	0%	Effingham St 1% 0% Portcenter Pkwy	0%	0%	С	0.124	F	0.868	5200	F	2003
8523) Twin Pines Rd	0.90	9700	F	98%	1%	Town Point Rd 0% 0%	0%	0%	С	0.1	F	0.565	11000	F	2003
8523 Twin Pines Rd	0.63	3700	F	From: 98% To:	1%	Swannanoa Dr 0% 0% Hedgerow Cir	0%	0%	F	0.099	F	0.546	4100	F	2003
Hedgerow Ln	0.28	1500	F	98% To:	1%	Twin Pines Rd 0% 0% River Shore Rd	0%	0%	F	0.120	F	0.577	1600	F	2003
8524 Churchland Blvd	0.09	16000	F	99% To:	1%	WCL Chesapeake 0% 0% West Norfolk Rd	0%	0%	F	0.093	F	0.571	17000	F	2003
8524 W Norfolk Rd	0.11	3600	F	99%	1%	Churchland Blvd	0%	0%	F	0.104	F	0.507	3900	F	2003
8524 W Norfolk Rd	1.05	5900	F	From: 99%	1%	Tyre Neck Rd 0% 0% Cedar Ln	0%	0%	С	0.105	F	0.553	6500	F	2003
8524 W Norfolk Rd	1.47	5400	F	99%	1%	0% 0% SR 164 Western Fw	0%	0%	F	0.101	F	0.616	5900	F	2003
8524 W Norfolk Rd	0.46	350	F	99% To:	1%	0% 0% Broadway St	0%	0%	F	0.134	F	0.532	380	F	2003
						·									

					IN	UTTOIK IVIAITTIETTATICE	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth															
Otavlina Dt	0.00	4500	_	From:	40/	Feudist Drive	00/	00/	_	0.000	_	0.507	4700	_	2002
8525 Sterling Pt	0.38	1500	F	98% To:	1%	1% 0%	0%	0%	F	0.083	F	0.587	1700	F	2003
				From:		High Street High St									
8525) Cedar La	1.18	12000	F	98%	1%	1% 0%	0%	0%	С	0.1	F	0.666	13000	F	2003
8525) Cedar La			-	To:		West Norfolk Rd			_		•			•	
				From:		W Norfolk Rd									
8525 Cedar Ln	0.35	14000	F	98%	1%	1% 0%	0%	0%	F	0.114	F	0.649	15000	F	2003
124				To:		SR 164 Western Free	NX/OX/								
S525) Cedar Ln	0.35	10000	F	98%	1%	1% 0%	0%	0%	F	0.112	F	0.514	11000	F	2003
8525 Cedar Ln	0.00	10000	•	To:	170	River Shore Rd	0 70	070	'	0.112	•	0.514	11000	•	2000
				From:		Cedar Lane									
River Shore Rd	0.11	8100	F	98%	1%	1% 0%	0%	0%	F	0.103	F	0.609	8900	F	2003
River Shore Rd	• • • • • • • • • • • • • • • • • • • •		-						-		-			•	
O -: -: -:				From:		Oakhurst Rd								_	
River Shore Rd	0.85	3500	F	98%	1%	1% 0%	0%	0%	F	0.092	F	0.545	3800	F	2003
				To:		Hedgerow La									
				From:		Cul-d-Sac									
S526) Chautauqua Ave	0.58	4900	F	93%	1%	1% 1%	4%	0%	F	0.104	F	0.693	5400	F	2003
Chautauqua Ave				To:		Cl11 Ct		1							
Chautaus Ava	0.40	12000	F	From:	10/	Cleveland St	40/	00/		0.004	Г	0.600	14000	Е	2001
Chautauqua Ave	0.12	13000	F	93%	1%	1% 1%	4%	0%	С	0.084	F	0.608	14000	F	2003
~				To: From:		Detroit St									
Chautauqua Ave	0.14	13000	F	93%	1%	1% 1%	4%	0%	F	0.09	F	0.569	14000	F	2003
124				To:		W1C4									
Chaltanana Ava	0.26	15000	F	From: 93%	1%	Wesley St 1% 1%	4%	0%		0.101	_	0.718	17000	F	2003
Chaltauqua Ave	0.20	15000	Г	93 70 To:	1 70		470	076	F	0.101	F	0.710	17000	г	2003
				10.		Bayview Blvd									
				From:		West Norfolk Rd									
Churchland Blvd	0.13	12000	F	98%	0%	1% 0%	0%	0%	F	0.093	F	0.559	13000	F	2003
124)				To		Tyre Neck Rd		1							
3528) Churchland Blvd	0.27	12000	F	98%	0%	1% 0%	0%	0%	С	0.090	F	0.571	13000	F	2003
S528 Churchland Blvd			-	To:		High St US 17			-		-			•	
				F											
Town Novel Dd	0.04	44000	_	From:	00/	NCL Chesapeake		00/	_	0.000	_	0.000	40000	_	000
Tyre Neck Rd	0.24	11000	F	99%	0%	0% 0%	0%	0%	F	0.098	F	0.633	12000	F	2003
				To-		High St		-							
Tyre Neck Rd	0.18	5000	F	99%	0%	0% 0%	0%	0%	С	0.097	F	0.530	5500	F	2003
124				To:		Chamble of Dlad									
Turo Nook Dd	0.00	2200	-	From:	00/	Churchland Blvd		00/	_	0.005	_	0.510	2600	г	2001
Tyre Neck Rd	0.09	3300	F	99% To:	0%	0% 0%	0%	0%	F	0.095	F	0.519	3600	F	2003
				10.		W Norfolk Rd									
				From:		Cedar Ln									
Hatton Pt Rd	0.56	3100	F	99%	0%	0% 0%	0%	0%	F	0.088	F	0.589	3400	F	2003
174				To:		Goff St									
				From:		High St									
8536) Western Branch Blvd	0.58	8100	F	95%	3%	1% 2%	0%	0%	F	0.109	F	0.585	8800	F	2003
Western Branch Blvd															
	4.00			From:	00/	High St	00/		_	0.44	_	0.500	0500		0000
Hartford St	1.00	3200	F	95%	3%	1% 2%	0%	0%	С	0.11	F	0.539	3500	F	2003
				To:		Mt Vernon Ave									
_				From:		Victory Blvd									
Elmhurst Ln	1.41	3000	F	97%	1%	1% 0%	0%	0%	F	0.084	F	0.526	3200	F	2003
124/				To:		Garwood Arro									
Elmhuret I. n	0.18	4100	F	97%	1%	Garwood Ave	Ω0/	00/	Е	0.006	F	0 591	4500	_	2003
Elmhurst Ln	0.10	4100		9170	170	1% 0%	0%	0%	F	0.096	٦	0.581	4000	F	∠003
_				From:		Airline Blvd		-							
Elmhurst Ln	0.71	6600	F	97%	1%	1% 0%	0%	0%	С	0.098	F	0.624	7200	F	2003
124/				To:		Charal D 1									
Elmhurst Ln	0.24	7400	-	From: 97%	1%	Cherokee Rd	0%	0%	г	0.101	Г	0.611	7700	F	2000
B537 Elmhurst Ln	0.31	7100	F		I 70			U 70	F	0.101	F	0.611	7700	F	2003
				To:		Portsmouth Blvd									

					No	orfolk Maintenar	nce Area								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl	ruck e 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth								1							
8537 Elmhurst Ln	0.89	3300	F	97% _{To:}	1%	Portsmouth Bi 1% 0% Shore Dr	0%	0%	F	0.094	F	0.581	3700	F	2003
				From:		Hodges Ferry	Rd	1							
8538 Cherokee Rd	0.67	4000	F	97% To:	1%	1% 0% City Park Av	0%	0%	F	0.088	F	0.52	4400	F	2003
				From:		Constitution A	ve								
(8539) County St	0.40	5700	F	92%	1%	1% 2%	4%	0%	F	0.086	F	0.614	6300	F	2003
8539 County St	0.31	4700	F	92%	1%	Peninsula Av	4%	0%	С	0.092	F	0.617	5100	F	2003
8539 County St	0.33	4100	F	93%	0%	1% 2%	4%	0%	С	0.089	F	0.584	4500	F	2003
				From:	201	Effingham S		201							
8539 County St	0.34	3000	F	93%	0%	1% 2%	4%	0%	F	0.106	F	0.778	3300	F	2003
8539 County St	0.16	2800	F	From: 93%	0%	Court St 1% 2%	4%	0%	F	0.116	F	0.701	3100	F	2003
						Crawford St									
8540 Hodges Ferry Rd	0.28	7100	F	99%	0%	Portsmouth Blvd S	SR 337 0%	0%	F	0.092	F	0.556	7800	F	2003
8540 Hodges Ferry Rd	0.26	6300	F	From: 99%	0%	Logan St 1% 0%	0%	0%	F	0.092	F	0.545	6900	F	2003
8540) Hodges Ferry Rd	0.76	6500	F	From: 99%	0%	Cherokee R	d 0%	0%	С	0.092	F	0.53	7100	F	2003
-				From:		Airline Blvo	l								
8540 Greenwood Dr	0.57	16000	F	99%	0%	1% 0% I-264	0%	0%	F	0.088	F	0.57	17000	F	2003
8540 Greenwood Dr	0.80	14000	F	97%	1%	1% 0%	0%	0%	F	0.093	F	0.508	16000	F	2003
(8540) Greenwood Dr	0.63	9400	F	97%	1%	Cavalier Blv	u 0%	0%	F	0.084	F	0.551	10000	F	2003
(8540) Greenwood Dr	0.00	0.00	-	To:	.,,				1	0.00	•	0.00		•	
8540 124 Greenwood Dr	1.05	3900	F	97%	1%	Victory Blv	0%	0%	С	0.091	F	0.522	4300	F	2003
(8540) Greenwood Dr	0.36	3500	F	From: 97%	1%	Independence 1% 0%	St 0%	0%	F	0.09	F	0.538	3900	F	2003
(8540) Greenwood Dr	0.30	3500	Г	9170	1 70			0%	F	0.09	г	0.556	3900	Г	2003
(8540) Greenwood Dr	0.50	3100	F	From: 97%	1%	Deep Creek B	lvd 0%	0%	F	0.099	F	0.523	3300	F	2003
8540 Greenwood Dr	0.50	3100	•	To:	1 /0	George Washingto		070	'	0.033	'	0.525	3300	'	2003
				From:		Chandler Harpe									
8542 Snead Fairway	0.30	800	F	97% To:	1%	1% 0% Hodges Ferry	0%	0%	С	0.094	F	0.6	880	F	2003
				From:		US 58 Airline I									
8543) City Park Ave	0.79	1900	F	98%	0%	1% 0%	1%	0%	F	0.094	F	0.563	2100	F	2003
8543 City Park Ave	0.58	1900	F	98% To:	0%	SR 337 Portsmout 1% 0% Clifford St	h Blvd 1%	0%	F	0.130	F	0.536	2100	F	2003
(8543) Clifford St	0.53	9800	G	From: 98%	0%	City Park Av	re 1%	0%	С	NA			11000	G	2003
(8543) Clifford St				To:		Powhatan Av									
O Barriert A	0.00	000	_	From:	00/	Clifford St	40/	001	_	0.400	_	0.000	070		0000
8543 Powhatan Ave	0.26	620	F	98% To:	0%	1% 0% King St	1%	0%	F	0.108	F	0.639	670	F	2003
				From:		Powhatan Av									
8543 King St	0.79	1600	F	98% To:	0%	1% 0% Rodman Av	1% e	0%	F	0.099	F	0.610	1700	F	2003

					N	orfolk Maintenance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Ti	ail 2Trai	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth						27046 0.7046 111	an zma		i dotoi		1 40101			
				From:		SR 337 Portsmouth Blvd								
8544 Rodman Ave	0.58	7000	F	98%	1%	1% 0% 19	<u>6 0%</u>	F	0.094	F	0.519	7700	F	2003
				To: From:		Caroline Ave Rodman Ave								
(8544) Caroline Ave	0.19	400	F	98%	1%	1% 0% 19	6 0%	J F	0.094	F	0.517	440	F	2003
(8544) Caroline Ave	0.10		•		1,70		0 070	, '	0.001	•	0.011	110	•	2000
Carelina Aus	4.05	4000		From:	40/	US 58 Airline Blvd	/ 00/		0.005		0.500	4500		2002
(8544) Caroline Ave	1.05	4200	F	98% To:	1%	1% 0% 19	<u>6 0%</u>	C 1	0.095	F	0.506	4500	F	2003
				From:		Shenandoah St								
8545) Rodman Ave	0.61	9300	F	FIOIII.		US 58 Airline Blvd		J	0.096	F	0.549	10000	F	2003
Rodman Ave	0.01	9300	Г	To		High St		1	0.090	Г	0.549	10000	Г	2003
				From:				! !						
8546) Elliott Ave	1.60	2700	F	FIOIII.		McLean St		J	0.107	F	0.532	3000	F	2003
(8546) Elliott Ave	1.00	2700	Г	To:		Frederick Blvd US 17		1	0.107	Г	0.532	3000	Г	2003
				From:				1						
8547) Deep Creek Blvd	0.00	E700	F		10/	N CL Chesapeake	/ 00/	J F	0.109	F	0.600	6200	F	2002
8547 Deep Creek Blvd	0.28	5700	Г	97%	1%	2% 0% 0%	6 0%	-	0.109	Г	0.608	6200	Г	2003
<u> </u>				From:		Victory Blvd	,	_ _				• • • • •		
8547 Deep Creek Blvd	0.84	5900	F	97%	1%	2% 0% 09	% 0%	F	0.095	F	0.59	6400	F	2003
				From:		Greenwood Dr		}						
8547 Deep Creek Blvd	0.27	7600	F	97%	1%	2% 0% 0%	6 0%	F	0.092	F	0.563	8400	F	2003
\(\frac{\cdot}{2}\)				To:		Wright Ave		1						
(8547) Deep Creek Blvd	0.46	7600	F	97%	1%	2% 0% 0%	6 0%	С	0.091	F	0.604	8400	F	2003
Deep Creek Blvd				To										
8547) Deep Creek Blvd	0.16	7800	F	From: 97%	1%	Portsmouth Blvd 2% 0% 09	% 0%	F	0.079	F	0.56	8500	F	2003
Deep Creek Blvd	0.10	7000	-	91 /0	1 /0	2/0 0/0 0/	70 070	,	0.079	•	0.50	0300	'	2003
O 5 0 1511				From:	40/	Frederick Blvd						2.122		
8547 Deep Creek Blvd	0.78	5800	F	97% To:	1%	2% 0% 09	6 0%	F	0.084	F	0.545	6400	F	2003
						Des Moines Ave		ļ						
O			_	From:		Mt Vernon Ave		J _		_			_	
8548 Wesley St	0.21	760	F	89%	1%	2% 3% 49	% 0%	F	0.129	F	0.569	830	F	2003
				To: From:		Chautauqua Ave								
(8548) Wesley St	0.22	13000	G	89%	1%	2% 3% 49	6 0%	С	NA			14000	G	2003
124)				To:		ML King Fwy								
_				From:		High St								
8549 Mt Vernon Ave	0.14	5000	F	98%	1%	1% 0% 0%	6 0%	F	0.083	F	0.537	5400	F	2003
124				To		London Blvd								
(8549) Mt Vernon Ave	1.21	14000	F	98%	1%	1% 0% 09	6 0%	С	0.069	F	0.522	15000	F	2003
124/				To:		Bay View Blvd]						
				From:		Mt Vernon Ave								
8550 Cleveland St	0.21	810	F	93%	1%	1% 1% 49	6 0%	F	0.110	F	0.688	880	F	2003
124				To:		Chautauqua Ave								
8550 Cleveland St	0.18	12000	F	From: 93%	1%	1% 1% 49	6 0%	С	0.089	F	0.76	13000	F	2003
(8550) Cleveland St	5.10	500	•	To:	1 /0	ML King Frwy	0 70	1 Ŭ	0.000	•	0.70	10000	•	_000
				From:				· I						
(8552) London St	0.49	7000	F	93%	1%	Effingham St 1% 49	6 0%	J F	0.089	F	0.610	7600	F	2003
(8552) London St	0.70	. 000	•	To:	1 /0	Crawford St	0 70	1 '	5.555	•	0.010	7 000	•	2000
				From:										
(8553) Peninsula Ave	0.59	2600	F	93%	1%	County St 1% 1% 49	6 0%	J F	0.104	F	0.651	2900	F	2003
(8553) Peninsula Ave	0.00	2000	'	93 /0 To:	1 /0	Leckie ST	0 /0	1 '	0.104	'	0.001	2300	•	2003
				From:				1						
(8554) Constitution Ave	0.66	2900	F	98%	1%	County St 1% 0% 09	6 0%	J F	0.086	F	0.55	3100	F	2003
(8554) Constitution Ave	0.00	∠ 300	г	90% To:	1 70	Leckie St	U 70	, 	0.000	1.	0.00	3100	ı	2003
				From:		Guthrie St								
8554 124 Leckie St	0.80	780	F	98%	1%	1% 0% 09	6 0%	F	0.096	F	0.584	860	F	2003
124				To:		Fort La		<u></u>						

Fort La						No	orfolk Maintenanc	e Area								
Fort La	Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	ıck 1Trail	2Trail	QC		QK		AAWDT	QW	Year
Fort La	City of Portsmouth								1							
Foreignes Crawford Plwy 0.06 2700 F 98% 1% 1% 0% 0% 0% 0% 0% F 0.107 F 0.506 2900 F 2003	8554 Fort La	0.07	1600	F		1%	1% 0%		0%	F	0.215	F	0.892	1700	F	2003
Crawford Pkwy 0.28 4200 F 98% 1% 1% 1% 0% 0% 0% 0% F 0.105 F 0.738 4600 F 2033	8554 Crawford Pkwy	0.06	2700	F		1%	Fort Lane		0%	F	0.107	F	0.506	2900	F	2003
Crawford Pkwy 0.35 3800 F 98% 1% 1% 1% 0% 0% 0% 0% F 0.096 F 0.679 4000 F 2033	8554 Crawford Pkwy	0.28	4200	F		1%		0%	0%	F	0.105	F	0.738	4600	F	2003
Crawford St 0.10 7500 F 98% 1% 6 1% 0% 0% 0% F 0.689 F 0.688 8200 F 2003 Crawford St 0.11 7800 F 98% 1% 1% 0% 0% 0% 0% F 0.089 F 0.653 8400 F 2003 Crawford St 0.24 7700 F 98% 1% 1% 0% 0% 0% 0% F 0.086 F 0.673 8600 F 2003 Washington St 0.57 1000 F 98% 1% 1% 0% 0% 0% 0% F 0.102 F 0.553 8400 F 2003 Effingham St 0.57 1000 F 99% 0% 0% 0% 0% 0% 0% F 0.101 F 0.581 1100 F 2003 Effingham St 0.09 16000 F 99% 0% 0% 0% 0% 0% 0% F 0.101 F 0.81 17000 F 2003 Effingham St 0.09 16000 F 99% 0% 0% 0% 0% 0% 0% F 0.101 F 0.81 17000 F 2003 Effingham St 0.09 14000 F 99% 0% 0% 0% 0% 0% 0% F 0.101 F 0.81 16000 F 2003 Effingham St 0.09 14000 F 99% 0% 0% 0% 0% 0% 0% F 0.101 F 0.81 17000 F 2003 Effingham St 0.09 14000 F 99% 0% 0% 0% 0% 0% 0% F 0.101 F 0.81 17000 F 2003 Effingham St 0.09 14000 F 99% 0% 0% 0% 0% 0% 0% F 0.101 F 0.81 17000 F 2003 Effingham St 0.09 14000 F 99% 0% 0% 0% 0% 0% F 0.101 F 0.81 17000 F 2003 Effingham St 0.09 14000 F 99% 0% 0% 0% 0% 0% F 0.103 F 0.662 9300 F 2003 Effingham St 0.09 14000 F 99% 1% 1% 0% 0% 0% 0% F 0.103 F 0.562 9300 F 2003 Effingham St 0.09 14000 F 99% 1% 0% 0% 0% 0% F 0.103 F 0.562 9300 F 2003 Effingham St 0.09 14000 F 99% 1% 0% 0% 0% F 0.103 F 0.562 9300 F 2003 Effingham St 0.09 14000 F 99% 1% 0% 0% 0% F 0.103 F 0.562 9300 F 2003 Effingham St 0.09 14000 F 99% 1% 0% 0% 0% F 0.103 F 0.562 9300 F 2003 Effin Ave 0.19 9400 F 99% 1% 0% 0% 0% 0% F 0.103 F 0.562 9300 F 2003 Effin Ave 0.19 9400 F 99% 1% 0% 0% 0% F 0.103 F 0.562 9300 F 2003 Effin Ave 0.19 9400 F 99% 1% 0% 0% 0% 0% F 0.109 F 0.667 6700 F 2003 Effin Ave 0.18 800 F 99% 1% 0% 0% 0% 0% F 0.101 F 0.692 4400 F 2003 Effin Ave 0.18 800 F 99% 1% 0% 0% 0% 0% F 0.101 F 0.692 4400 F 2003 Effin Ave 0.18 800 F 99% 1% 0% 0% 0% 0% F 0.101 F 0.692 8000 F 2003 Effin Ave 0.18 800 F 99% 1% 0% 0% 0% 0% F 0.001 F 0.602 8000 F 2003 Effin Ave 0.18 800 F 99% 1% 0% 0% 0% 0% F 0.001 F 0.602 8000 F 2003	8554 Crawford Pkwy	0.35	3600	F		1%	1% 0%	0%	0%	F	0.096	F	0.679	4000	F	2003
Crawford St 0.11 7800 F 98% 1% 1% 0% 0% 0% 0% 0% 0	8554 Crawford St	0.10	7500	F		1%	1% 0%	0%	0%	F	0.089	F	0.658	8200	F	2003
Crawford St	8554 Crawford St	0.11	7800	F		1%	1% 0%	0%	0%	F	0.086	F	0.673	8600	F	2003
Washington St 0.57 1000 F 98% 1% 1% 0% 0% 0% 0% 0% 0	8554 Crawford St	0.24	7700	F	98%	1%	1% 0%	0%	0%	С	0.09	F	0.653	8400	F	2003
Effingham St 0.09 16000 F 99% 0% 0% 0% 0% 0% 0% F 0.101 F 0.81 17000 F 2003 Secondary Control of Part Control of	(8555) Washington St	0.57	1000	F	98%	1%	South St 1% 0%	0%	0%	F	0.102	F	0.581	1100	F	2003
Effingham St 0.20 15000 F 99% 0% 0% 0% 0% 0% 0% 0% C 0.078 F 0.674 16000 F 2003 ****	8557 Effingham St	0.09	16000	F		0%	London Blvd	0%	0%	F	0.101	F	0.81	17000	F	2003
Effingham St 0.09 14000 F 99% 0% 0% 0% 0% 0% 0% 0 0 0 0 0 0 0 0 0	8557 Effingham St	0.20	15000	F		0%	0% 0%	0%	0%	С	0.078	F	0.674	16000	F	2003
Elm Ave 0.76 8000 F 98% 1% 1% 0% 0% 0% 0% 0% 0	8557 Effingham St	0.09	14000	F	99%	0%	0% 0%		0%	F	0.087	F	0.814	16000	F	2003
Elm Ave 0.03 8500 F 98% 1% 1% 0% 0% 0% F 0.103 F 0.562 9300 F 2003	8558 Elm Ave	0.76	8000	F		1%			0%	С	0.097	F	0.526	8800	F	2003
Segge Elm Ave 0.19 9400 F 98% 1% 1% 0% 0% 0% 0% F 0.108 F 0.596 10000 F 2003	8558) Elm Ave	0.03	8500	F		1%		0%	0%	F	0.103	F	0.562	9300	F	2003
Second Design	8558 Elm Ave	0.19	9400	F		1%	1% 0%	0%	0%	F	0.108	F	0.596	10000	F	2003
Second Columbia Second	8558 Elm Ave	0.10	8800	F		1%	1% 0%	0%	0%	F	0.103	F	0.594	9700	F	2003
Secondary Seco	8558 124 Elm Ave	0.11	6200	F		1%	1% 0%	0%	0%	F	0.109	F	0.667	6700	F	2003
Des Moines Ave 0.60 1600 F 98% 1% 0% 0% 0% 0% 0% 0% 0	8558 Elm Ave	0.38	4000	F	98%	1%	1% 0%	0%	0%	F	0.101	F	0.692	4400	F	2003
Bassage Cavalier Blvd Des Moines Ave Des Moines A	8559 Des Moines Ave	0.60	1600	F		1%	0% 0%	0%	0%	F	0.09	F	0.509	1700	F	2003
Result	8559 Des Moines Ave	0.06	7700	F		1%	0% 0%		0%	С	0.087	F	0.520	8400	F	2003
Cavalier Blvd 0.82 10000 F 97% 1% 1% 1% 0% 0% C 0.095 F 0.61 11000 F 2003 State Column (8559) Des Moines Ave	0.05	7300	F	98%	1%	0% 0%	0%	0%	F	0.08	F	0.602	8000	F	2003	
Cavalier Blvd 0.69 3600 F 97% 1% 1% 1% 0% 0% F 0.094 F 0.840 3900 F 2003 To	(8599) Cavalier Blvd	0.82	10000	F		1%	1% 1%		0%	С	0.095	F	0.61	11000	F	2003
(8601) Gust La 0.70 5400 F 97% 1% 1% 1% 0% 0% F 0.091 F 0.518 5900 F 2003	(8599) Cavalier Blvd	0.69	3600	F	97%	1%	1% 1%	0%	0%	F	0.094	F	0.840	3900	F	2003
	(8601) Gust La	0.70	5400	F	97%	1%			0%	F	0.091	F	0.518	5900	F	2003

					No	orfolk Maintenance Are	а							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra	il 2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth														
8606) Afton Pkwy	0.28	3100	F	97%	Ge 1%	orge Washington Pkwy US 1% 1% 0%		l F	0.091	F	0.577	3400	F	2003
8606 Afton Pkwy	0.20	3100		31 /0 To:	1 /0	Prospect Pkwy Gap	0 /6		0.091		0.577	3400		2003
				From:		124-3; Gap Prospect Pkwy								
8606 Afton Pkwy	0.51	1600	F	97%	1%	1% 1% 0%	0%	F	0.111	F	0.699	1700	F	2003
124				To:		Victory Blvd 239								
				From:		West Norfolk Rd								
(8755) Coast Guard Blvd	0.97	2600	F	89%	1%	2% 2% 6%	1%	F	0.133	F	0.944	2800	F	2003
				To:		Main Gate								
0	0.47	0500	_	From:	40/	Greenwood Dr	40/		0.000	_	0.5	0000	_	0000
(8756) Garwood Ave	0.17	3500	F	89% To:	1%	2% 2% 6% Elmhurst La	1%	C	0.098	F	0.5	3900	F	2003
				F										
(8758) High Street	0.12	17000	F	98%	0%	US 17 Frederick Blvd 1% 1% 0%	0%	l F	0.087	F	0.636	19000	F	2003
High Street	0.12	17000		70 70	0 /0	US 58 Airline Blvd	0 /6	'	0.007		0.030	19000	•	2003
				From:		Airline Blvd								
8758 High St	0.22	16000	F	98%	0%	1% 1% 0%	0%	F	0.082	F	0.566	18000	F	2003
129				To: From:		Mt Vernon Ave								
8758 High St	0.47	18000	F	98%	0%	1% 1% 0%	0%	F	0.081	F	0.583	20000	F	2003
1/4				To: From:		ML King Frwy								
8758 High St	0.79	16000	F	98%	0%	1% 1% 0%	0%	С	0.080	F	0.624	18000	F	2003
124/				To		Elm Ave								
8758 High St	0.32	11000	F	98%	0%	1% 1% 0%	0%	F	0.077	F	0.552	12000	F	2003
124				To:		Effingham St								
(8758) High St	0.51	6600	F	98%	0%	1% 1% 0%	0%	F	0.086	F	0.571	7200	F	2003
(8758) High St	0.0.		-	To:	0,0	Crawford St	0,0		0.000	•			•	
				From:		Greenwood Dr								
McLean St	0.92	4400	F	98%	0%	1% 1% 0%	0%	F	0.1	F	0.611	4800	F	2003
124				To:		Airline Blvd								
				From:		Deep Creek Blvd								
8760 Lincoln St	0.83	2400	F	98%	0%	1% 0% 0%	0%	F	0.094	F	0.616	2600	F	2003
124)				To		Effingham St								
8760 Lincoln St	0.66	1700	F	98%	0%	1% 0% 0%	0%	F	0.172	F	0.887	1900	F	2003
124				To:		First St								
				From:		Portsmouth Blvd								
8761 Port Centre Pkwy	0.67	8500	F	98%	0%	1% 0% 0%	0%	С	0.106	F	0.875	9300	F	2003
(124)				To: From:		Crawford St Near I-264								
8761 Court St	0.21	7400	F	96%	1%	3% 0% 0%	0%	F	0.087	F	0.505	8100	F	2003
124/				To:		County St								
(8761) Court St	0.11	6000	F	96%	1%	3% 0% 0%	0%	С	0.088	F	0.535	6600	F	2003
(8761) Court St				To:		High St	1							
(8761) Court St	0.11	3800	F	From: 96%	1%	3% 0% 0%	0%	F	0.093	F	0.594	4200	F	2003
(8761) Court St	· 			To				L						
(8761) Court St	0.23	1100	F	From: 96%	1%	London St 3% 0% 0%	0%	F	0.133	F	0.746	1200	F	2003
(8761) Court St	3.20			To:	. , ,	Crawford Pkwy	2,0			-	·•		-	
				From:		Columbus Avenue								
(8762) South St	0.10	2900	F	97%	2%	1% 0% 0%	0%	F	0.097	F	0.902	3200	F	2003
8762) South St				To:		Swanson Parkway								
O 0 2 2 1 2 1	2.22	0000	_	From:	001	Swanson Pkwy	221		0.00:	_	0.050	0500	_	0000
8762 South St	0.09	3200	F	97%	2%	1% 0% 0%	0%	F	0.094	F	0.858	3500	F	2003
				From:		Des Moines Ave								
8762 South St	0.38	6900	F	97%	2%	1% 0% 0%	0%	С	0.085	F	0.603	7500	F	2003
				To: From:		Elm Ave								
8762 South St	0.34	1700	F	97%	2%	1% 0% 0%	0%	F	0.089	F	0.53	1900	F	2003
				To:		Effingham St								

					INOH	olk Maintenance Are	a							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra		OC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake				_										
1 Towne Point Rd	0.07	22000	G	98% To:	1% 124-85	Churchland Blvd 0% 0% 0% 20 JB-131 NCL Chesape		F	0.096	F	0.521	24000	G	2003
Backwoods Rd	0.73	1400	G	98% To:	0%	JB-131-NC State Line 1% 0% 0% 31-8796 Ballahack Rd	0%	С	0.107	F	0.895	1500	G	2003
3 Douglas Rd	2.95	100	G	From: 98% To:		eorge Washington Hwy 0% 0% 0% Benefit Rd	0%	С	0.139	F	0.706	110	G	2003
4 Indian Creek Rd	5.92	1600	G	94% To:	1%	Battlefield Blvd 2% 1% 2% WCL Virginia Beach	0%	С	0.096	F	0.503	1800	G	2003
Crossways Blvd	0.32	11000	G	From: 99%	0%	Volvo Pkwy 0% 0% 0%	0%	С	0.099	F	0.546	12000	G	2003
(6) Woodlake Dr	0.23	20000	G	From: 98%	1%	Greenbriar Pkwy 1% 0% 1%	0%	С	0.092	F	0.772	21000	G	2003
						Old Greenbriar Pkwy								
Old Greenbriar Rd	0.43	12000	G	97%	1%	Woodlake Dr 1% 0% 1% Military Hwy	0%	С	0.089	F	0.61	13000	G	2003
Old Greenbriar	0.46	4700	G	98% To:	1%	1% 0% 0% Providence Rd	0%	F	0.095	F	0.524	5000	G	2003
Bunch Walnuts Rd	3.01	1000	G	98% To:	0%	Ballahack Rd 1% 0% 1% Benefit Rd	0%	С	0.099	F	0.569	1100	G	2003
g Paramont Ave	1.11	6600	G	98% To:	0%	WCL Va Beach 1% 1% 0% Military Hwy	0%	С	0.088	F	0.526	7100	G	2003
Sign Pine Rd	1.73	1700	G	98% To:	1%	Benefit Rd 1% 0% 0% Battlefield Blvd	0%	С	0.099	F	0.809	1800	G	2003
(11) Campostella Rd	0.44	13000	G	From: 97%	SR 1681	Battlefield Blvd, Atlantic 1% 1% 2%		F	0.087	F	0.536	14000	G	2003
(11) Campostella Rd	1.34	14000	G	From: 97% To:	0%	31-8640 Providence Rd 1% 1% 2% 246 Liberty St; Border R		F	0.085	F	0.503	15000	G	2003
(8524) Churchland Blvd	0.57	5700	G	98%	0%	Western Branch Blvd 1% 0% 0% Town Point Rd	0%	С	0.087	F	0.516	6200	G	2003
8524 Churchland Blvd	0.09	14000	G	98% To:	0%	1% 0% 0% WCL Portsmouth	0%	F	0.089	F	0.511	15000	G	2003
Dock Landing Rd	0.27	5200	G	98%	0%	SR 191 Jolliff Rd 1% 0% 0% I-664	0%	F	0.078	F	0.502	5700	G	2003
(8527) Dock Landing Rd	0.89	5600	G	98%	1%	1% 0% 0% Eagle Hill Dr		С	0.095	F	0.668	6100	G	2003
08527 Dock Landing Rd	0.24	5400	G	98%	1%	1% 0% 0% Devon Dr		F	0.095	F	0.615	5800	G	2003
8527 Dock Landing Rd	2.23	6000	G	98% To:	1% SI	1% 0% 0% R 337 Portsmouth Blvd	0%	С	0.094	F	0.529	6500	G	2003
(8529) Pughsville Rd	0.84	6700	G	91% To:	0%	1% 2% 6% I-664	0%	С	0.081	F	0.548	7300	G	2003

Care Chesapeake Care C						N	offolk Maintenance Area								
Pughaville Rd	Route	Length	AADT	QA	4Tire	Bus			- QC		QK		AAWDT	QW	Year
Pughsville Rid	City of Chesapeake														
131-53501, Telephon Rid	O 5 1 31 51	0.47	40000	_		00/		00/	_	0.00-	_	0.507	00000	_	0000
Taylor Rd 1.85 17000 G 98% 0% 1% 1% 5% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	8529 Pughsville Rd	0.17	18000	G		0%		0%	C	0.087	F	0.587	20000	G	2003
Taylor Rd															
Taylor Rd	Taylor Rd	1 65	17000	G	98%	0%		0%	F	0.092	F	0 542	19000	G	2003
Taylor Rd	131 Taylor 14d	1.00	17000	J		0 70		070	'	0.002	•	0.542	13000	O	2000
Taylor Rd 1.70 22000 G 97% 0% 1% 0% 1% 0% 1% 0% 1 1% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%					E										
Taylor Rd 0.29 20000 G 97% 0% 1% 0% 1% 0% 0% 0% 0	Taudan Dd	4 70	22222	_		00/		00/	0	0.444	_	0.500	22000	_	2000
Taylor Rd 0.29 2000 G 97% 0% 1% 1% 0% 1% 0% F 0.112 F 0.588 22000 G 200	8530) Taylor Rd	1.70	22000	G	97%	0%	1% 0% 1%	0%	C	0.114	F	0.526	23000	G	2003
118-8729 Puglevolle Rd 1590 1500 G 97% 17% 17% 07% 0 %	_				To: From:		Bruce Rd								
Teylor Rd September Sept	8530) Taylor Rd	0.29	20000	G	97%	0%	1% 0% 1%	0%	F	0.112	F	0.568	22000	G	2003
Dunedin Dr 0.99 1500 G 97% 1% 1% 0% 0% 0% 0% 0% 0 0 0.096 F 0.51 1700 G 200 Bruce Rd 1.54 11000 G 99% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	131/				To:		131-8529 Pughsville Rd								
Dunedin Dr 0.99 1500 G 97% 1% 1% 0% 0% 0% 0% C 0.096 F 0.51 1700 G 200					From:		Taylor Rd	1							
Western Branch Bibod Type Neck Rd	Dunedin Dr	0.99	1500	G	97%	1%		0%	С	0.096	F	0.51	1700	G	2003
Bruce Rd	0331) 2 4.10 4.1. 2.1	0.00		•		.,,			•	0.000	•	0.0.			
Bruce Rd					From:										
Tyre Neck Rd	Prugo Pd	1 = 1	11000	_		00/	•	00/	_	0.005	_	0 F40	12000	C	2000
Tyre Neck Rd	8532) DI UCE KU	1.54	11000	G		U%		υ%	C	0.095	г	0.018	12000	G	∠003
Tyre Neck Rd 1.26 11000 G 97% 0% 2% 0% 1% 0% 0 C 0.093 F 0.551 12000 G 200 WCL Potrsmouth Street															
WCL Pertsmouth WCL Pertsmouth Gast La	Tyre Neck Pd	1 26	11000	G	<u> </u>	∩0/.		00/-	_	0 003	E	0 551	12000	G	2003
Deep Creek Bivd 0.60 4300 G 99% 0% 0% 0% 0% 0% 0% 0	131 I yie INCON RU	1.20	1 1000	G		U 70		0 /0	C	0.093	1.	0.001	12000	J	۷00۰
Deep Creek Blvd															
SCI_Portsmouth SCI_				_										_	
Sect Notfolks	B ₅₄₇ Deep Creek Blvd	0.60	4300	G	99%	0%		0%	С	0.09	F	0.614	4700	G	2003
Liberty Street 0.40 NA 150 SCI. Norfolk NA NA NA NA NA NA NA N	1017				To:		SCL Portsmouth								
SCL Norfolk					From:		US 460								
Section Sect	S591) Liberty Street	0.40	NA							NA			NA		
Berkley Ave 0.39 1800 G 99% 0% 0% 0% 0% 0% 0% 0	131				To:		SCL Norfolk								
Berkley Ave 0.39 1800 G 99% 0% 0% 0% 0% 0% 0% 0					From:		ECI Norfolk								
NA NA NA NA NA NA NA NA	Berkley Ave	0.39	1800	G	99%	0%		0%	С	0.082	F	0.579	2000	G	200:
Rosemont Ave 0.13 NA	131	0.00		•		0,0			Ū	0.002	•	0.0.0		•	
Rosemont Ave 0.13					Fram:			<u>!</u>							
Hill Street	Decement Ave	0.12	NIA		110		Bank Street			NIA			NΙΛ		
Rosemont Ave 0.37 750 G 86% 0% 2% 1% 11% 0% C 0.083 F 0.551 810 G 200	8596) ROSEMON AVE	0.13	NA		To:		IIII C			INA			NA		
Rosemont Ave 0.37 750 G 86% 0% 2% 1% 11% 0% C 0.083 F 0.551 810 G 200															
Segar Chesapeake Dr 0.45 2700 G 99% 0% 0% 0% 0% 0% 0% 0	Posomont Avo	0.37	750	G	<u> </u>	Λ0/-		Ω%	C	0 083	_	0.551	910	G	2001
Chesapeake Dr 0.45 2700 G 99% 0% 0% 0% 0% 0% 0% 0	8596) ROSEITION AVE	0.57	750	G	_	0 /0		0 /0	C	0.003	ı	0.551	010	G	200
Sect Chesapeake Dr Chesapeake Dr Chesapeake Dr Chesapeake Ave															-
Free Buell St St St St St St St St	O -:			_					_		_			_	
From Buell St	(8597) Chesapeake Dr	0.45	2700	G	99%	0%		0%	C	0.089	F	0.595	2900	G	2003
Freeman Ave 0.65 3700 G 61% 1% 4% 7% 28% 0% C 0.084 F 0.691 4000 G 2000					To:		Chesapeake Ave								
See Free Free Sir Galahad Dr	_				From:		Buell St								
Secondary From Sir Galahad Dr Si	8598) Freeman Ave	0.65	3700	G	61%	1%	4% 7% 28%	0%	С	0.084	F	0.691	4000	G	2003
Freeman Ave 0.25 7000 G 61% 1% 4% 7% 28% 0% F 0.085 F 0.585 7600 G 2000	131				To		I 464								
To Bainbridge Blvd Segge Cavalier Blvd 1.24 12000 G 86% 1% 2% 3% 8% 0% C 0.093 F 0.565 13000 G 2003	Freeman Δνε	0.25	7000	G		1%		0%	F	0.085	F	0 585	7600	G	2003
Signature Sign	131	0.23	7000	•		1 /0		070	'	0.005	•	0.505	7000	J	2000
Cavalier Blvd 1.24 12000 G 86% 1% 2% 3% 8% 0% C 0.093 F 0.565 13000 G 2000 G SCL Portsmouth Solit La															
To: SCL Portsmouth SCL Portsmouth SCL Portsmouth				_										_	
SCL Portsmouth SCL	₈₅₉₉) Cavalier Blvd	1.24	12000	G	_	1%		0%	С	0.093	F	0.565	13000	G	200
Deep Creek Blvd 0.94 3400 G 97% 1% 1% 1% 0% 0% 0% C 0.083 F 0.658 3700 G 2003 Signature Company C 0.083 F 0.658 3700 G 2003	<u> </u>				To:		SCL Portsmouth								
Sir Galahad Dr Sir	_				From:		Military Hwy								
Sir Galahad Dr Sir	Deep Creek Blvd	0.94	3400	G	97%	1%	1% 1% 0%	0%	С	0.083	F	0.658	3700	G	2003
Gust La 0.44 6000 G 99% 0% 0% 0% 0% 0% 0% 0% 0% 0 0% 0	131/				To:										
SCL Portsmouth Sir Galahad Dr Sir					From:		Deep Creek Blvd								
SCL Portsmouth SCL Portsmouth SCL Portsmouth Sir Galahad Dr Sir	Geon Gust La	0.44	6000	G	99%	0%	0% 0% 0%	0%	С	0.084	F	0.549	6500	G	2003
Camelot Blvd 0.59 9300 G 98% 1% 1% 1% 0% 0% C 0.077 F 0.522 10000 G 2003 C C C C C C C C C C C C C C C C C C	131/				To:		SCL Portsmouth								
Camelot Blvd 0.59 9300 G 98% 1% 1% 1% 0% 0% C 0.077 F 0.522 10000 G 2000					From:		Sir Galahad Dr	ī							
131/ Deep Creek Blvd	Camelot Blvd	0.59	9300	G	98%	1%		0%	C	0.077	F	0.522	10000	G	200
G602 Camelot Blvd 0.32 4600 G 86 1% 2% 3% 8% 0% F 0.072 F 0.601 5000 G 200	131	0.00		_	3070	. 70			9	0.011	•	0.022	,0000	J	_500
131 /	<u> </u>										-				
Te: George Washington Hwy	(8602) Camelot Blvd	0.32	4600	G		1%		0%	F	0.072	F	0.601	5000	G	2003
	<u> </u>				To:		George Washington Hwy								

					No	orfolk Maintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck a 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
<u> </u>				From:		Military Hwy									
8604 131 Galberry Rd	2.41	2900	G	98%	0%	1% 1%	0%	0%	С	0.145	F	0.806	3100	G	2003
				To: From:		S 17 George Washin		j							-
8604 131 Shell Rd	0.87	5500	G	99%	0%	0% 0%	0%	0%	F	0.103	F	0.51	5900	G	2003
0				To: From:		Firman St									
8604 131 Shell Rd	0.81	4600	G	98%	1%	1% 0%	0%	0%	С	0.105	F	0.685	5000	G	2003
				To- From:		Canal Dr									
8604 131 Shell Rd	1.12	2300	G	99%	0%	0% 0%	0%	0%	F	0.126	F	0.797	2500	G	2003
				To:		Military Hwy	7								
O				From:		Shell Rd									
(8605) Canal Dr Ext	0.51	4900	G	98% To:	1%	1% 0%	0%	0%	С	0.106	F	0.584	5300	G	2003
						Military Hwy									
O Double of Di	0.00	4000	_	From:	00/	Bainbridge Bly		00/	_	0.005	_	0.504	E 400	_	0000
8622 Portlock Rd	0.89	4900	G	98% To:	0%	1% 1% Campostella R	0%	0%	С	0.095	F	0.581	5400	G	2003
				From:				<u></u>							
(8635) Dunbarton Rd	0.06	3700	G	98%	1%	Providence R 1% 0%	0%	0%	F	0.142	F	0.512	4000	G	2003
8635 Dunbarton Rd	0.00	3700	J	3070	1 /0			070		0.142	•	0.512	4000	J	2003
Dunbartan Pd	0.18	1700	G	98%	1%	Longdale Cresc 1% 0%	ent 0%	0%	С	0.099	F	0.629	1900	G	2003
8635 Dunbarton Rd	0.16	1700	G	90%	170	1% 0%	0%	0%	C	0.099	Г	0.629	1800	G	2003
<u></u>	0.40		_	From:	40/	Crown Cresce				0.405	_	0.500	750	_	
8635 Dunbarton Rd	0.16	690	G	98% To:	1%	1% 0%	0%	0%	F	0.105	F	0.528	750	G	2003
				From:		Longdale Cresc									
8640) Providence Rd	1.55	18000	G	99%	0%	Campostella R	0%	0%	F	0.093	F	0.522	19000	G	2003
Providence Rd	1.55	10000	G	99 /0	0 70	076 076	0 76	0 76		0.093		0.322	19000	G	2003
O Dravidanaa Dd	0.00	40000		From:	00/	Angora Dr	00/			0.000		0.55	47000		2002
8640 Providence Rd	0.99	16000	G	99% To:	0%	0% 0% WCL Virginia B	0%	0%	С	0.099	F	0.55	17000	G	2003
				From:											
(8645) Sparrow Rd	0.23	5800	G	98%	0%	Military Hwy	0%	0%	F	0.093	F	0.564	6300	G	2003
Sparrow Rd	0.20	0000	Ŭ	70-70	070				•	0.000	•	0.004	0000	Ü	2000
(8645) Sparrow Rd	0.84	9400	G	From: 98%	0%	Providence R 0% 0%	0%	0%	С	0.087	F	0.520	10000	G	2003
8645 Sparrow Rd	0.04	3400	G	90%	070	0% 0%	0%	0%	C	0.007	г	0.520	10000	G	2003
O	0.57	0500		From:	00/	Indian River R				0.005		0.550	0000		0000
8645 Sparrow Rd	0.57	3500	G	98%	0%	0% 0%	0%	0%	F	0.095	F	0.552	3800	G	2003
				From:		Little Beaver I									
8645 Sparrow Rd	0.28	1600	G	98%	0%	0% 0%	0%	0%	F	0.101	F	0.554	1800	G	2003
				10.		Goldcrest Dr									
O Daviday Dd	0.47	E400	_	From:	00/	Campostella Rd		00/	0	0.004	_	0.500	F000	_	2002
8647 Border Rd	0.47	5400	G	99%	0%	1% 1%	0%	0%	С	0.094	F	0.526	5900	G	2003
<u> </u>				From:		Wingfield Av	e								
8647 131 Border Rd	0.08	NA		To:		121 0502 D 11				NA			NA		
				From:		131-8592 Berkley Berkley Ave									-
(8647) Wingfield Dr	0.48	2400	G	99%	0%	1% 0%	0%	0%	С	0.099	F	0.527	2600	G	2003
Wingfield Dr				To:		Tatemstown R	d								
	2.24	0000	_	From:	00/	Wingfield Av		001	^	0.005	_	0.50	4000	_	0000
8647 Tatemstown Rd	0.34	3900	G	99% To:	0%	0% 0%	0%	0%	С	0.095	F	0.56	4200	G	2003
						Indian River R									
Albemarla Dr	1 10	4000	c	COO/-	Ω0/	Battlefield Blv		Ω0/	_	0.003	_	0.063	4200	<u></u>	2002
8648 Albemarle Dr	1.19	4000	G	99% To:	0%	0% 0% Cedar Rd	0%	0%	С	0.092	F	0.863	4300	G	2003
				From:				<u>_</u>							
(8649) Woodford Dr	0.28	290	G	99%	0%	Mt Pleasant	0%	0%	С	0.102	F	0.531	320	G	2003
(8649) Woodford Dr	0.20	230	3	70:	0 /0	Royal Oak D		0 /0	J	0.102	•	0.001	520	0	2000
						Muyai Oak D	•								

					INC	JITOIK IVIA	intenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	.	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake																
<u> </u>				From:			lnut Ave			_		_			_	
8650 Cornick Ave	0.14	820	G	99%	0%	0%	0%	0%	0%	F	0.12	F	0.567	890	G	2003
				To: From:		Olea	inder Ave		-							
Walnut Ave	0.60	1200	G	99%	0%	0%	0%	0%	0%	С	0.104	F	0.535	1300	G	2003
131				To:		Spa	rrow Rd									
				From:		Do	uglas Rd									
8653) West Road	0.79	310	G	95%	2%	2%	1%	1%	0%	F	0.111	F	0.639	330	G	2003
West Road			_							-		-			_	
O W . 151	5.07	4000	_	From:	00/		efit Road	40/		_	0.404	_	0.570	0000		0000
8653 West Rd	5.27	1800	G	95% To:	2%	2%	1%	1%	0%	С	0.101	F	0.572	2000	G	2003
				10.		Dom	inion Blvd									-
				From:		Be	nefit Rd									
Shilelagh Rd	6.96	1200	G	97%	1%	1%	0%	0%	0%	С	0.094	F	0.628	1300	G	2003
(131)				To:		Dom	inion Blvd									
				From:		Battle	efield Blvd									
Benefit Rd	1.96	1600	G	95%	1%	3%	1%	0%	0%	С	0.094	F	0.554	1700	G	2003
Benefit Rd				To:		a.	D. D.I									
Popofit Pd	1.92	1700	G	From: 95%	1%	3%	Pine Rd 1%	0%	0%		0.1	F	0.541	1900	G	2003
Benefit Rd	1.92	1700	G	95%	1 70	370	1 70	076	0%	F	0.1	Г	0.541	1800	G	2003
				To: From:		John	stown Rd		-							
8656 Benefit Rd	3.16	790	G	97%	0%	2%	0%	1%	0%	С	0.097	F	0.658	850	G	2003
131/				To:		Do	uglas Rd									
				From:		SR 168	Atlantic A	ve								
Old Atlantic A	ve 0.31	5700	G	97%	0%	2%	0%	1%	0%	F	0.090	F	0.521	6100	G	2003
Old Atlantic A				To:												
OI- Blud	0.44	4000		From:	00/		6 Liberty S				0.40		0.705	4400		0000
Cascade Blvd	0.44	1000	G	97% To:	0%	2%	0%	1%	0%	F	0.13	F	0.725	1100	G	2003
							ampostella									
				From:			ridge Blvd			_		_			_	
8658 Booker St	0.58	960	G	96%	2%	2%	0%	0%	0%	С	0.124	F	0.53	1000	G	2003
				To:		Greath	oridge Blvo									
				From:	В	BUS SR 168	Battlefiel	d Blvd								
8661 Centerfield Tr	ıpk 3.99	6100	G	96%	0%	1%	2%	0%	0%	С	0.086	F	0.650	6600	G	2003
131				Tor		M	ırray Dr									
8661) Centerville Tn	pk 2.06	12000	G	From: 96%	0%	1%	3%	0%	0%	С	0.085	F	0.626	13000	G	2003
Centerville Tn	pk 2.00	12000	J	30 /0	0 70	1 70	370	0 70	070	O	0.000	•	0.020	10000	J	2000
$\overline{}$				From:			way Circle									
(8661) Centerville Tn	pk 1.13	15000	G	97 <u>%</u>	0%	1%	1%	0%	0%	F	0.092	F	0.633	17000	G	2003
(31)				To:		131-8665 I										
O 0 1 11 T			_	From:	00/		Station Rd		00/	_	0.000	_	0.000	0700	0	0000
8661 Centerville Tn	pk 0.46	8900	G	97% To:	0%	1%	1%	0%	0%	С	0.089	F	0.600	9700	G	2003
				From:			05 Elbow F	<u>kd</u>								
8661) Centerville Tn	pk 1.76	7500	G	97%	0%	1%	bow Rd 1%	0%	0%	F	0.084	F	0.588	8100	G	2003
Centerville In	рк 1.70	7500	G	91 70 To:	070			076	0%	F	0.004	Г	0.566	6100	G	2003
							Va Beach									
<u> </u>			_	From:	201		psville Rd	601	601	_	0.45-	_	0 ====	225-	_	
8662 Green Tree R	d 0.73	5800	G	98%	0%	1%	0%	0%	0%	С	0.109	F	0.563	6300	G	2003
				To: From:			Grove Rd									
Oak Craya Da	1 000	7200	•		Λ0/		efield Blvd		00/	_	0.000	_	0 507	7000	<u></u>	2002
Oak Grove Ro	0.86	7300	G	98% To:	0%	1%	0%	1%	0%	С	0.098	F	0.587	7900	G	2003
							n Tree Rd									
_		_		From:			nefit Rd				_		_		_	
3663 Johnstown Ro	5.94	3400	G	98%	0%	1%	0%	0%	0%	С	0.094	F	0.615	3700	G	2003
···				To:		Battle	efield Blvd									
				From:		John	stown Rd									
8664 Woodbridge D	Or 0.19	980	G	100%	0%	0%	0%	0%	0%	С	0.104	F	0.604	1100	G	2003
131				To:		Bria	rfield Dr									
				From:												
						WUU	dbridge Dr									
8664 Briarfield Dr	0.68	2300	G	99%	0%	0%	0%	0%	0%	С	0.104	F	0.521	2500	G	2003

					INC	JI IUIK IVIA	IIIILEITAITC	e Alea								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake																
(8665) Dunbarton Rd	0.65	7000	G	From:		Prov	ridence Rd				0.105	F	0.603	7600	G	2003
8665 Dunbarton Rd	0.00		•								0.100	·	0.000	7000	Ū	2000
One amb view Dlaves	0.50	22000		From:	00/		Military Hy		00/	_	0.000		0.550	20000		2002
8665 131 Greenbrier Pkwy	0.50	33000	G	98%	0%	1%	1%	0%	0%	F	0.086	F	0.556	36000	G	2003
				From:			I-64									
8665 Greenbrier Pkwy	0.94	76000	G	98%	0%	1%	1%	0%	0%	F	0.088	F	0.536	82000	G	2003
				To-		Ec	len Way		1							
8665 131 Greenbrier Pkwy	0.42	41000	G	98%	0%	1%	1%	0%	0%	F	0.083	F	0.568	45000	G	2003
131				To		Vo	lvo Pkwy		1							
(8665) Greenbrier Pkwy	1.78	22000	G	98%	0%	1%	1%	0%	0%	С	0.098	F	0.682	23000	G	2003
(8665) Greenbrier Pkwy	1.70		Ŭ	0070	070				070		0.000	•	0.002	20000	Ü	2000
O B # 01 # B1	0.00	44000	_	From:	00/		Kempsville				0.404		0.004	40000		0000
8665 Butts Station Rd	2.08	11000	G	96% To:	0%	1%	2%	1%	0%	С	0.104	F	0.681	12000	G	2003
						131-8661 C	Centerville '	I nrpk								
¬ ¬ ¬ ¬ ¬ ¬ ¬ ¬ ¬ ¬ ¬ ¬ ¬ ¬ ¬ ¬ ¬			_	From:			Va Beach					_			_	
8667 Blackwater Rd	2.62	2800	G	94%	1%	1%	3%	1%	0%	С	0.094	F	0.661	3100	G	2003
				To: From:			s Airfield I	₹d	-							
(8667) Fentress Airfield Rd	0.15	4500	G	95%	0%	1%	kwater Rd 2%	1%	0%	С	0.1	F	0.709	4800	G	2003
8667 Fentress Airfield Rd	0.15	4300	•	Tn:	0 70		Mt Pleasant		070		0.1	•	0.703	4000	O	2003
				From:												
Lliekeny Dd Feet	0.01	2000	•		00/		efield Blvd	1%	00/	_	0.146	_	0.655	2200	_	2002
8668 Hickory Rd East	0.81	2900	G	98%	0%	1%	0%	170	0%	С	0.146	F	0.655	3200	G	2003
				From:			rville Tnpk	ζ								
8668 Head Of River Rd	4.89	1200	G	96%	0%	2%	1%	1%	0%	С	0.099	F	0.642	1300	G	2003
(131)				To:		WCL V	irginia Bea	ich								
				From:		Battle	efield Blvd									
8674 131 Ashley Rd	0.42	3200	G	99%	0%	1%	0%	0%	0%	С	0.088	F	0.579	3400	G	2003
(131)				To:		Mt P	leasant Rd									
				From:		Camp	postella Rd		1							
8695 Lindale Dr	0.70	3400	G	98%	0%	1%	0%	0%	0%	С	0.095	F	0.692	3600	G	2003
(131)				To:		Del	baun Ave									
				From:			ndale Dr									
(8695) Debaun Ave	0.33	4400	G	97%	1%	1%	0%	0%	0%	С	0.085	F	0.576	4800	G	2003
				Tn-		Battle	efield Blvd									
				From:		Crystal	lwood Circ	le								
(8717) Volvo Pkwy	0.30	840	G	99%	0%	0%	0%	0%	0%	F	0.109	F	0.553	910	G	2003
(131)				To		B	yron St		1							
(8717) Volvo Pkwy	0.26	9000	G	From: 99%	0%	0%	0%	0%	0%	С	0.099	F	0.670	9800	G	2003
(131)				To						_						
Valva Plant	0.25	13000	G	From:	0%	Indeper 0%	ndence Pkv 0%	0%	O0/	_	0.006	F	0.658	14000	G	2003
8717 Volvo Pkwy	0.25	13000	G	99%	0%	0%	0%	0%	0%	F	0.096	Г	0.000	14000	G	2003
				To- From:			efield Blvd									
8717 Volvo Pkwy	1.38	26000	G	98 <u>%</u>	0%	1%	0%	1%	0%	С	0.096	F	0.571	28000	G	2003
(3)				To:			nbrier Pkwy									
Value Plane	0.45	04000	_	From:	00/		nbriar Pkwy		00/	_	0.000	_	0.004	22000	0	2002
(8717) Volvo Pkwy	0.45	21000	G	98% To:	0%	1%	0%	1%	0%	F	0.096	F	0.664	23000	G	2003
					31-8806		len Way ; 8717-Vol	vo PKW	V· 880							
(8717) Volvo Parkway	1.49	25000	G	98%	0%	1%	0%	1%	0%	F	0.102	F	0.668	27000	G	2003
Volvo Parkway	0		•	To	J / U		sters Row	. 70	7,0		5.10 <u>L</u>	•	0.500	000	-	_000
				From:				1								
(8757) Coffman Blvd	0.70	1700	G	97%	1%	2%	landing Rd 0%	1%	0%	С	0.109	F	0.525	1800	G	2003
(8757) Coffman Blvd	0.70	.,,00	3	97 70 To:	1 /0		mouth Blvc		J /0		0.108		0.020	1000	J	2003
0	404	0500	_	From:	40/		Bridge Blv		00/	_	0.00-	_	0.007	7400	_	0000
(8763) Campostella Rd	1.34	6500	G	97%	1%	1%	1%	0%	0%	С	0.087	F	0.637	7100	G	2003
				To: From:		Mil	itary Hwy									
8763 Campostella Rd	1.06	12000	G	97%	1%	1%	1%	0%	0%	F	0.1	F	0.638	13000	G	2003
131/				To:		Battle	efield Blvd]							
	·								_	_	·	_	· · · · · · · · · · · · · · · · · · ·		· ·	

					No	orfolk Maintenance	Area								
Route	Length	AADT	QA	4Tire	Bus	Truc		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake				_ =											
(8771) Virginia Ave	0.50	1100	G	99% To:	0%	Bainbridge Blvd 1% 0% Chesapeake Ave	0%	0%	С	0.096	F	0.548	1200	G	2003
				From:		Virginia Ave									
(8771) Chesapeake Ave	1.12	3500	G	99%	0%	1% 0% Park Ave	0%	0%	С	0.101	F	0.616	3800	G	2003
(8771) Chesapeake Ave	0.41	2600	G	99% To:	0%	1% 0%	0%	0%	F	0.099	F	0.562	2800	G	2003
						Poindexter St		J							
8776) Park Ave	0.37	1600	G	99%	0%	Bainbridge Blvd 1% 0%	0%	0%	С	0.097	F	0.595	1700	G	2003
<u> </u>				To: From:		Chesapeake Ave		-							
8776 Park Ave	0.35	4300	G	99%	0%	1% 0%	0%	0%	F	0.098	F	0.631	4700	G	2003
				To:		Atlantic Ave									
8778 Barnes Rd	0.45	860	G	57%	0%		40%	0%	С	0.101	F	0.571	930	G	2003
				To:		Bainbridge Blvd									
<u> </u>			_	From:		George Washington H					_	_		_	
8796 Ballahack Rd	11.72	680	G	97%	0%	2% 0% Old Battlefield Blvd	1% d	0%	С	0.107	F	0.52	730	G	2003
8796 131	0.10	NA		From:						NA			NA		
131				To:		SR 168									
				From:		W Branch Blvd									
Poplar Hill Rd	0.23	12000	G	98%	0%	1% 0%	0%	0%	С	0.094	F	0.524	13000	G	2003
131				To:		Churchland Blvd									
				From:		Cedar Rd		Ī							
8798 Bells Mill Rd	2.38	1600	G	97% To:	0%	1% 1% Cedar Rd	1%	0%	С	0.091	F	0.539	1700	G	2003
				From:				<u> </u>							
8799) Waters Rd	0.36	7100	G	99%	0%	Washington Dr 0% 1%	0%	0%	С	0.089	F	0.598	7700	G	2003
(8799) Waters Rd	0.00	7 100	Ŭ	To:	070	Cedar Rd 165	0 70	070	J	0.000	•	0.000	1100	Ü	2000
				From:		Cedar Rd		1							
(8800) Millville Rd	1.11	850	G	95%	0%	1% 3%	1%	0%	С	0.094	F	0.518	920	G	2003
(8800) Millville Rd		000		To:	070	Burson Dr	170		Ū	0.001	•	0.010	020	Ū	2000
				From:		Cedar Rd		Ī							
Shipyard Rd	1.05	1600	G	98%	1%	1% 0%	0%	0%	С	0.087	F	0.571	1700	G	2003
(131)				To:		Burson Dr									
				From:		Johnstown Rd									
8802 131 Hanbury Rd	1.00	7500	G	99%	0%	1% 0%	0%	0%	С	0.108	F	0.633	8100	G	2003
131/				To:		Battlefield Rd									
				From:		Battlefield Blvd									
8803 Hillwell Rd	2.36	2200	G	98%	0%	1% 0%	0%	0%	С	0.097	F	0.583	2300	G	2003
131/				To		Mt Pleasant Rd									
				From:	-	Mt Pleasant Rd									
8804 131 Fentress Rd	1.80	3400	G	98%	0%	1% 1%	0%	0%	С	0.104	F	0.608	3700	G	2003
131/				To:		Centerville Tnpk									
				From:	-	Centerville Tnpk									
8805) Elbow Rd	3.05	5000	G	98%	0%	1% 1%	0%	0%	С	0.118	F	0.617	5400	G	2003
131/				To:		WCL Virginia Beac	h								
				From:		Volvo Pkwy									
8806 Eden Way N	0.49	10000	G	99%	1%	0% 0%	0%	0%	F	0.104	F	0.576	11000	G	2003
8806) Eden Way N	0.68	15000	G	From: 99%	1%	White Oak Crossing	9 0%	0%	С	0.098	F	0.604	17000	G	2003
8806 131 Eden Way N	0.00	. 5550	•	- F	. 70		J / J	3,0	9	2.000	•	3.007	500	_	_000
Edon Way N	0.05	12000		From:	40/	Greenbrier Pkwy	00/	00/		0.400		0.633	12000		2002
8806 131 Eden Way N	0.85	12000	G	99% To:	1%	0% 0%	0%	0%	F	0.102	F	0.633	13000	G	2003
				10.		Volvo Penta Dr									

				Norfolk Maintenance Area							
Route	Length AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	(.)(.	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Norfolk			From:	Ocean View Ave							
16th Bay St	1000	F		Ocean view Ave		0.081	F		1100	F	2003
,			To	Pleasant Ave							
			From:	Llewellyn Ave							
24th Street	630	F			ī	0.110	F		690	F	2003
			To:	Omohundro Ave							
004-04	500	_	From:	Killam Ave		0.007	_		550	_	000
36th Street	500	F	To:	Colley Ave	l	0.097	F		550	F	200
			From:	Colley Ave							
45th Street	960	G		concy Ave		NA			1000	G	200
			To:	Hampton Blvd							
			From:	Glen Oak Dr							
Albert Ave	190	F				0.108	F		210	F	200
			To:	Pugh St							
			From:	Robin Hood Rd			_			_	
Almeda Ave	4000	F	To:	Henneman Dr	1	0.096	F		4400	F	200
			From:								
Arlington Ave	560	F		Campostella Rd		0.081	F		610	F	200
7 timigton 7 tvo	333	•	To	Oakwood St		0.001			010	•	
			From:	Brookville Rd							
Berry Hill Rd	430	F	<u></u>			0.093	F		470	F	200
			To:	Poplar Hall Dr							
			From:	Merrit St							
Brentwood Dr	1600	F			i	0.121	F		1800	F	200
			In-	Glade Rd							
Brookville Rd	300	F	From:	Barn Hollow Rd		0.087	F		330	F	200
DIOOKVIIIE Ku	300	г	To:	Bayberry Dr	Ì	0.007	Г		330	Г	200
			From:	Old Ocean View Rd							
Burksdale Rd	600	F	<u> </u>	old occur view Rd		0.104	F		660	F	200
			To:	Colin Dr							
			From:	Ridgefield Dr							
Camelia Rd	560	F			ī	0.094	F		610	F	200
			To:	Faber Rd							
0 11 1 14	4=0	_	From:	Newport Ave		0.000	_	0.504	470	_	000
Carlisle Way	470	F	98% To:	0% 1% 0% 0% 0% Colonial Ave	C	0.088	F	0.524	470	F	200
			From:	Oak Grove Rd							
Catherine St	90	F	<u> </u>	Oak Giove Ku		0.133	F		100	F	200
		-	To:	Sinclair St			-			-	
			From:	Wellman St							
Chambers St.	270	F				0.100	F		300	F	200
			To:	Frizzell Ave							
			From:	Swanson Rd							
Commodore Dr	320	F	To:	D. J D.J	Ì	0.097	F		350	F	200
			From:	Rodman Rd							
Cornick Rd	150	F	r rout.	Kempsville Rd		0.097	F		170	F	200
Johnstia	100	•	To:	Mary Ave		0.001	'		170	•	200
			From:	Beatty St							
Dean Dr	90	F	<u> </u>	some so	ı	0.124	F		90	F	200
			To:	Millard St							
			From:	Springfield Ave							
Decker St	150	F			ī	0.134	F	0.542	170	F	200
			To:	Wheeling Ave							

				Norfolk Maintenance Area							
Route	Length AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	OC.	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ty of Norfolk			From:	Galveston Blvd	1						
Dixie Dr	450	F		Gaiveston Bivu	ı	0.106	F		490	F	2003
			Tn·	Glen Rd							
			From:	Beamon Rd							
Dunway St	220	F	_		1	0.100	F	0.569	250	F	200
			10:	Kennebeck Ave							
Elmhurst Ave	910	F	From:	Herbert St		0.097	F		1000	F	200
Lilling Ave	310	•	To:	Thomas St	1	0.037	'		1000	'	200
			From:	Haven Dr							
Evans St	450	F			_	0.112	F	0.602	490	F	200
			To:	Stratford St							
		_	From:	Whitney Blvd							
Faulk Rd	330	F	To:	McClure Rd	1	0.101	F		360	F	200
			From:	Wellman St							
Finney St	130	F	<u> </u>	weilinan St	1	0.152	F	0.523	140	F	200
			To:	Dead End					-		
			From:	Pythian Ave							
Frank St	130	F	_		7	0.123	F		150	F	200
			To:	Quincy St							
Cabriel Dr	200	F	From:	River Oaks Dr		0.128	F		220	_	200
Gabriel Dr	200	Г	To:	Roslyn Dr	1	0.126	Г		220	F	200
			From:	Springmeadow Blvd	l						
Gardner Drive	760	F	99%	0% 1% 0% 0% 0%	С	0.105	F	0.509	760	F	200
			To:	Banning Rd							
			From:	Hudson Ave							
George St	1200	F			1	0.089	F		1300	F	200
			10:	Cabot Ave	<u> </u>						
Glen Rd	500	F	From:	Keene Rd		0.095	F		550	F	200
Glen Ru	500	г	To:	Bee Pl	1	0.095	Г		550	Г	200
			From:	Virginia Ave							
Gosnold Avenue	710	F	98%	0% 1% 0% 0% 0%	С	0.078	F	0.509	710	F	200
			To:	Maryland Ave							
			From:	New St							
Hammet Ave	360	F			1	0.153	F		400	F	200
			To:	Dune St							
Hanbury St	760	F	From:	Granby Ave	J	0.092	F		830	F	200
i iaribury St	760	r	To:	Ballentine Blvd	1	0.092	Г		030	ı,	200
			From:	Raby Rd							
Harmony Rd	1100	F	<u> </u>		•	0.093	F		1200	F	200
			To:	Typo Rd	<u> </u>						
			From:	Military Hwy							
Hilton St	1900	F	Ter.	0.1.	ī	0.085	F	0.511	2100	F	200
			10.	Caribou Ave	<u> </u>						
Inventors Rd	390	F	From:	Gondola Rd	j	0.131	F		420	F	200
IIIVCIIIUIS INU	390	г	To:	Ingleside Rd	1	0.131	۲		420	F	∠∪(
			From:	Thurston St	 I						
Iowa Ave	790	F		THUISTON OF	1	0.09	F		870	F	200
			To:	Besse St	<u> </u>						
			From:	Nottoway St		_		_		_	
Jersey Ave	680	F			7	0.105	F		750	F	200
			To:	Amherst St							

				INC	orfolk Maintenance Area								
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Norfolk													
Kennebec Avenue	1600	F	98% To:	0%	Sewells Point Rd 2% 0% 0% Humboldt St	0%	С	0.102	F	0.544	1600	F	2003
			From:			1							
Kingwood Ave	2400	F	r toin.		Village Ave			0.083	F		2600	F	200
Kingwood Ave	2400	•	To:		Va Beach Blvd			0.003	'		2000	•	200
			From:										
Lancaster St.	680	F	r toin.		Liberty St			0.092	F		740	F	200
Lancaster St.	000	г	To:		Walker Ave			0.092	Г		740	г	200
			From:										
Lion Ave	370	F			Eagle Ave			0.101	F		400	F	200
LIOHAVE	370		To:		Little Creek Rd			0.101	'		400		200
			From:										
Magnalia Ava	2000	F	r toin.		Carlllo Ave			0.095	F		2200	F	200
Magnolia Ave	2000	Г	To:		Upper Brandon Pl.			0.095	Г		2200	Г	200
			From:										
Maraball Ava	1100	_	r toin.		Olney Rd			0 122	F		1200	F	200
Marshall Ave	1100	F	To:		Brambleton Ave	1		0.133	Г		1200	Г	200
MaCuinnia Ci-	200	_	From:		Whitney Blvd			0.405	_		220	_	200
McGuinnis Cir	200	F	To		Falk Ave	1		0.105	F		220	F	200
Million of Del	400	_	From:		Colony Pt Rd			0.440	_	0.544	450	_	000
Millbrook Rd	130	F	To:		n d n l			0.118	F	0.514	150	F	200
					Ruthven Rd								
		_	From:		Azalea Garden Rd				_			_	
Miller Store Rd	2200	F	Terr		W. G			0.108	F		2500	F	200
					Wise St								
		_	From:		Elaine Ave		_		_			_	
Mona Avenue	2300	F	99% To:	0%	0% 0% 1%	0%	С	0.090	F	0.763	2300	F	200
					Calvin Ave								
		_	From:		Tarpon Pl				_			_	
Murry Ave	280	F	To:					0.115	F	0.548	310	F	200
					Azalea Garden Rd								
		_	From:		Newport Ave				_			_	
New York Ave.	280	F	. —					0.119	F		310	F	200
			To:		Colonial Ave								
			From:		Tidewater Dr								
Norman Ave	620	F	_					0.111	F		680	F	200
			To:		Old Ocean View Rd								
			From:		Colonial Ave								
Oxford St	2400	F						0.127	F		2600	F	200
			To:		Granby St								
			From:		Winward Rd								
Patridge St.	1300	F						0.132	F		1400	F	200
			To:		Palem Rd								
			From:		Euwanee Pl								
Pinedale St	180	F						0.118	F	0.542	200	F	200
			To:		E Chester St								
			_		Hatton St								
			From:		Hatton St								
Selden Ave	240	F	From:		Hatton St			0.108	F		260	F	200
Selden Ave	240	F	From:		Cass St			0.108	F		260	F	200
Selden Ave	240	F						0.108	F		260	F	200
Selden Ave Shorewood Dr	240	F	То:		Cass St			0.108	F 		380	F F	
			То:		Cass St								
			To:		Cass St Woodbine Rd								
			To:		Cass St Woodbine Rd Levine Ct			0.096					200

				Norfolk Maintenance Area							
Route	Length AAD	T QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trai	OC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ty of Norfolk											
Cummit Ava	460	F	From:	West Ave		0.005	F		180	F	2001
Summit Ave	160	' г	To:	Middle Ave	7	0.095	Г		160	Г	2003
			From:	Arkansas Ave	1						
Tait Terrace	230) F	<u> </u>	Thinking to Tive	_	0.081	F	0.518	2500	F	2003
			To:	Wyoming Ave							
			From:	Wakefield Ave							
Tennessee Ave	170	F			7	0.113	F		190	F	200
			To:	Ingleside Rd	<u> </u>						
Tifton Dr	230	F	From:	Workwood Rd	_	0.109	F		250	F	200
TITOTI DI	250	•	To:	Lasser Dr	1	0.103	•		200	·	200
			From:	George St							
Tuttle Ave	100	F			_	0.146	F	0.515	110	F	200
			To:	Dead End							
			From:	Tifton St		_				_	
University Dr	330	F	To:	W I IDI	7	0.106	F		360	F	200
			From:	Workwood Rd	<u> </u>						
Vero St.	420	F	From.	Old Ocean View Rd		0.110	F		460	F	200
VCIO Ot.	720	•	To:	Chesapeake Blvd	1	0.110	•		400		200
			From:	Huntsman Rd	Ì						
Welaka Rd	80	F			-	0.137	F		80	F	200
			To:	Kimberly La							
			From:	Texas Ave							
Wellington St.	260	F			7	0.108	F		280	F	200
			In-	Windermere Ave							
v of Portsmouth			From:	Clover Hill Dr	1						
Amherst Dr	90	F	Į	Cicro Tim Br	4	0.121	F	0.76	100	F	200
			To:	Ferguson Dr							
			From:	Williamsburg Ave							
Bain St	110	F	. —		-1	0.137	F		120	F	200
			10:	Peninsula Ave							
Baldwin Ave.	200	F	From:	Fulton Ave	J	0.09	F		220	F	200
Daluwiii Ave.	200		To:	Deep Creek Blvd	7	0.09	г		220	Г	200
			From:	Heather Rd							
Brookmere La.	180	F			_	0.140	F		200	F	200
			To:	Summerset Dr							
			From:	Chumley Rd							
Brunswick Rd	560	F	, -	-	7	0.109	F		620	F	200
			In-	Tatem Dr	<u> </u>						
Cambridge Avenue	140	F	From:	Glasgow St	J	0.127	F	0.659	150	F	200
Cambridge Avenue	140	Г	To:	North St	1	0.121	r	0.059	130	I.	200
			From:	Midfield Pkwy	ì						
Canterbury Dr	380	F		Manora I Kwy	_1	0.121	F	0.733	410	F	200
			To:	Templar Dr							
			From:	Manor Ave							
Cardinal La	460	F	_		7	0.093	F		500	F	200
			To:	Thornwood St	<u> </u>						
Courtoov Dd	400		From:	Hatton Pt Rd	J	0.445	_	0.5	170	_	000
Courtney Rd	160	F	To:	Dead End	7	0.145	F	0.5	170	F	200
				Deau Eliu	1						

EARLY SAME SAME SAME SAME SAME SAME SAME SAME					Norroik Maintenance Area								
Property Route	Length AADT	QA	4Tire	Rue		QC		QK		AAWDT	QW	Yea	
Commission Record Comm	ity of Portsmouth			From:	D.I. William Co.								
Cybers Crit	Cypress Rd	600	F	FIOII.	Bob White St			0 107	F		660	F	2003
Date Dr	Cypress Nu	600	Г	To:	Cypress Cir	1		0.107	•		000		200
Daries Dr				From:		<u>_</u>							
Darren Dr. 2300 F	Dale Dr	1400	F	<u> </u>	Columbus 71vc			0.089	F		1600	F	2003
Darrien Drive				To:	Nashville Ave								
Darren Drive 1300 F Standar Liv St				From:	Horne Ave								
Darrien Drive 1300 F	Darren Dr	2300	F					0.087	F		2600	F	200
Darrien Drive 1300 F				To:	Greenwood Dr								
Dominion Rd				From:	Bardot Ln								
Dominion Rd	Darren Drive	1300	F	т	G. F. Di I			0.092	F	0.612	1300	F	200
Dominion Rd				10.									
Duke St. 1000 F Dominion Dd	420	_	From:	Shamrock Dr			0.164	г		120	_	200	
Duke St. 1000 F	Dominion Ru	120	г	To:	Fairway Dr			0.104	Г		130	Г	200
Duke St. 1000 F				From:		-							
Parker Avc	Duke St.	1000	F	<u> </u>	Richmond Ave			0.082	F		1100	F	200
Frailey PI				To:	Parker Ave							•	
Frailey PI				From:	Merrifield Blvd								
Frailey PI 720 F 151 Fiske St	Forrest Hills Dr	220	F			•		0.157	F		240	F	200
Frailey PI 720 F				To-	Burrland Rd								
Fiske St				From:	Gills Rd								
Gillis Road 670 F 99% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	Frailey PI	720	F					0.149	F		790	F	200
Gillis Road 670 F 99% 0% 0% 0% 0% 0% 0% 0% 0				To:	Fiske St								
Second State Seco				From-			_						
Country St	Gillis Road	670	F	99%		0%	С	0.093	F	0.664	670	F	200
Columbia St 1200 F 1300 F 1300 F 200 1500 F 1500 F 200			- 10										
Second S	Classow St	1200	_	From:	Potomac Ave			0.001	_		1200	_	200
Second Blvd 1500 F	Glasgow St	1200	г	To:	Vermont Ave			0.091	Г		1300	Г	200
Semiland Blyd Semiland Bly				From:		<u>-</u> -							
Halifax Ave	Greenland Blvd	1500	F	<u> </u>	boiling Ku			0 099	F		1600	F	200
Halifax Ave	Groomand Biva		•	To:	Portsmouth Blvd			0.000			1000	•	
Halifax Ave				From:	Columbia St	Ī							
Hawthome La. 220 F	Halifax Ave	850	F	l .	000000000000000000000000000000000000000			0.111	F		930	F	200
Hawthorne La. 220 F				To:	County St								
Independence St. 240 F				From:	Twin Pines Rd								
Independence St. 240 F	Hawthorne La.	220	F					0.124	F		240	F	200
Independence St. 240 F				To:	Heather Rd								
Second Street 1800 F				From:	Kirby St								
Jefferson St 1800 F	Independence St.	240	F	. —				0.114	F		260	F	200
Jefferson St					**								
Pearl St	leffereen Ot	4000	_	From:	Elm Ave			0.404	_		2000	_	200
Jefferson Street	Jenerson St	1800	г	To:	Doorl St			0.101	Г		2000	г	200
Jefferson Street													
Transfer From Yorktown Ave	lefferson Street	1200	F			Ω% 	C	0.007	E	0.507	1200	E	200
King St. 130 F Yorktown Ave 0.122 F 0.73 140 F 200 Lancaster Ave 90 F Race St 0.177 F 90 F 200 To: Griffin St O.177 F 90 F 200 Magnolia St 420 F O.112 F 460 F 200	Jenerson Street	1200	•			0 70	C	0.031	'	0.507	1200	'	200
King St. 130 F Number of the bound				From:		-							
Tie Williamsburg Ave Race St	King St.	130	F	<u> </u>	i oikiowii Ave			0.122	F	0.73	140	F	200
Race St 0.177 F 90 F 200	9		•	To:	Williamsburg Ave	\neg		J	•	0.70		•	_00
Lancaster Ave 90 F O.177 F 90 F 200 From: Astor Ave Magnolia St 420 F 0.112 F 460 F 200				From:		i							
To: Griffin St From: Astor Ave Magnolia St 420 F 0.112 F 460 F 200	Lancaster Ave	90	F	<u> </u>	Nucc 5t			0.177	F		90	F	200
Magnolia St 420 F Astor Ave 0.112 F 460 F 200				To:	Griffin St								
Magnolia St 420 F 0.112 F 460 F 200				From:									
	Magnolia St	420	F					0.112	F		460	F	200
	<u> </u>			To:	Killian Ave								

				Norroik Maintenance Area							
Route	Length AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Portsmouth			From:	Element DJ							
Mayflower Rd	420	F		Florence Rd		0.166	F		460	F	2003
		•	To	Hodges Ferry Rd		000	•			•	
			From:	Lugar Ct							
McClean Sts	570	F			-	0.096	F		630	F	2003
			To:	Vickers Ct							
Moondor Dd	E00	_	From:	Broad St		0.402	F		640	F	200
Meander Rd	580	F	To:	Jamaica Rd		0.103	F		640	Г	200
			From:	Wycliff Rd							
Morro Blvd	350	F	<u>. </u>			0.112	F		380	F	200
			To:	Saxon Rd							
			From:	Afton Pkwy							
Nicholson St	600	F	To:	и . вт	I	0.115	F		660	F	200
			From:	Harris Rd							
Nottingham Rd	240	F	riom.	Snead Fairway		0.102	F		260	F	200
Houngham ta	2.0	·	To:	Yorkshire Rd		0.102			200		200
			From:	Marshall Ave							
Oak St	1300	F				0.077	F		1400	F	200
			To-	Wilcox Ave							
			From:	Kenny Lane							
Old Farm Rd	250	F	To:	Dadhama Dd	Ī	0.117	F		270	F	200
			Fram:	Redbarn Rd							
Progress Ave	30	F		Jackson St		0.214	F		30	F	200
		•	To	Monroe St		0.2	•			•	
			From:	Hedgerow La							
River Shore Rd	2300	F				0.096	F	0.603	2600	F	200
			To:	Rivermill Cir							
D 1: D1		_	From:	Bob White St		0.407	_		040	_	000
Robin Rd.	200	F	To:	Portsmouth Blvd	1	0.137	F		210	F	200
			From:	Beechdale Rd							
Smithfield Rd	520	F	<u> </u>	Beceriaire Ru		0.113	F		570	F	200
			To:	Deep Creek Blvd							
			From:	Palmer St							
Staunton Ave	240	F			1	0.125	F		260	F	200
			To:	Jefferson St .							
Charles and Ch	2400	_	From:	Eisenhower Circle		0.000	_		2200	_	200
Stratford St	2100	F	To:	Truman Circle	1	0.086	F		2300	F	200
			From:	Augustine Cir							
Sugar Creek Cir	340	F	<u> </u>	Augustine Cii		0.122	F		380	F	200
			To:	Gateway Dr							
			From:	Greenwood Dr							
Tazewell St	930	F			ı	0.109	F		1000	F	200
			To:	Freedom Ave							
Vorno Avo	20	_	From:	Bridges Ave		0.460	_	0.500	40	_	200
Verne Ave	30	F	To:	Garner Ave	l	0.162	F	0.583	40	F	200
			From:	Merrifield Blvd							
Weyanoke Dr.	160	F		MICHINICIA DIVA		0.11	F		170	F	200
			To:	Burrland Rd							
			From:	River Edge Dr							
Whaley Rd	46	F				0.234	F		50	F	200
			To:	Edwin Rd							

				INC	ntolk Maintenanc	e Area								
Route	Length AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Portsmouth							_							
		_	From:		West Rd				0.404	_		0000	_	0000
Willett Dr	5700	F	To		Cyronmana D.d.		1		0.104	F		6300	F	2003
			From:		Sycamore Rd									
Winchester Drive	1900	F	98%	0%	Caroline Ave	0%	0%	С	0.099	F	0.572	1900	F	2003
William Cotton Dilive	1000	•	To:	0 70	Augusta Ave	070	070	Ü	0.000	•	0.072	1000	•	2000
			From:		Mount Vernon Av	/e								
Woodrow Street	620	F				-			0.143	F	0.724	620	F	2003
			To:		Broad St									
			From:		Capelle Rd									
Wright Rd.	410	F							0.125	F		450	F	2003
			To:		Norfolk Rd									
ity of Chesaneake														
			From:		Bainbridge Blvd									
Anne Ave	NA		To:		Aulia Stuaat		1		NA			NA		
					Arlie Street									
Raywood Troil	380	G	From:		Canal Dr				0.234	F	0.613	380	G	2003
Baywood Trail	300	G	To:		Meiggs Rd		1		0.234	Г	0.013	300	G	2003
			From:			041-								
Beaverdam Road	390	G	98%	0%	Centerville Turnpike 1% 0%	0%	0%	С	0.101	F	0.718	390	G	2003
Beaverdam Road	000	Ŭ	To:	070	Long Ridge Rd	070	070	Ü	0.101	•	0.7 10	000	Ü	2000
			From:		Willow Oak Dr		1							
Beckley La	340	G			WIIIOW Oak DI				0.142	F		360	G	2003
2000, 20			To:		Grantham Lane				· · · · <u>-</u>	•				
			From:		Brier Cliff Crest		Ī							
Birchleaf Rd	150	G							0.152	F		160	G	2003
			To:		Mill Pond Dr									
			From:		Shipyard Rd									
Burson Dr	NA								NA			NA		
			To:		Orangewood Rd									
	-		From:		Denver Ave									
Chatanooga St	480	G							0.099	F		520	G	2003
			To:		Waters Rd									
			From:		Battlefield Blvd									
Coastal Way	1200	G	. —						0.115	F		1300	G	2003
			To:		Sams Dr									
Communest Da	4500	•	From:		Cedar Rd				0.450	_		4000	_	2000
Conquest Dr	1500	G	To:		Albermarle Dr Sh				0.153	F		1600	G	2003
Conrad Ave	1300	G	From:		G.Washington Hw	/у			0.093	F		1400	G	2003
Conrad Ave	1300	G	To:		Butler St		1		0.093	Г		1400	G	2003
			From:				! 							
Cottonwood La	180	G			Gibson Drive				0.118	F		190	G	2003
OOMONWOOD LA	100	-	To:		Lenore Trail				0.110	•		100	J	2000
			From:		Wilson Rd		Ī							
Cypress Street	840	G	97%	0%	2% 0%	0%	0%	С	0.086	F	0.623	840	G	2003
-) [To:		Isaac St			_					_	
			From:		Vellen St		Ī							
Debbs La	280	G			, enem of				0.108	F		300	G	2003
			To:		Rellen St									
			From:				ı							
	_				Warwick Rd									
Dove Dr	NA				Warwick Rd				NA			NA		

					orrone maintenant									
Route	Length AADT	QA	4Tire	Bus	2Axle 3+Axle			$-\alpha c$	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Chesaneake			From:		W. :181									
Dove Dr	180	G	<u> </u>		Warrick Rd				0.153	F		200	G	2003
			To:		Butterfly Dr									
			From:		Kalmar Dr									
Essex Dr	700	G							0.144	F		760	G	2003
			To:		Kings Way Dr									
			From:		Jule Dr									
Etheridge Manor Blvd	11000	G							0.100	F		12000	G	2003
			To:		Shifford La									
			From:		Edenbridge Dr									
Etheridge Road	2400	G	99%	0%	1% 0%	0%	0%	С	0.100	F	0.627	2400	G	2003
		_	To:		Fentress Rd			_		•			_	
			From:				1							
Eva Blvd	640	G			Saul Dr				0.096	F		700	G	2003
Lva bivu	040	G	To:		Marge Dr				0.090	ı		700	G	2003
- · · ·		_	From:		Greenbrier Pkwy			_		_			_	
Fairway Drive	2200	G	99%	0%	0% 0%	0%	0%	С	0.099	F	0.671	2200	G	2003
			To:		Cranston Dr									
			From:		Shell Rd									
Fireman St	770	G							0.113	F		830	G	2003
			To:		Tuttle St									
			From:		Cedar Rd		1							
Flemming Dr	NA						-		NA			NA		
· ·			To:		Cecilia Terr									
			From:		Bramblewood C	-	i							
Forest Cove Rd	450	G	<u> </u>		Brainblewood C				0.117	F	0.547	450	G	2003
1 orest dove rea	400	J	To:		Winslow Ave				0.117	•	0.547	430	O	2000
			_											
E 1 D	4400	_	From:		Johnston Rd				0.440	_	0.040	4400	•	0000
Frank Dr	1100	G	To:						0.119	F	0.816	1100	G	2003
					Battlefield Blvd									
			From:		Flynn St									
Franklin Street	2300	G	99%	0%	1% 0%	0%	0%	С	0.100	F	0.517	2300	G	2003
			To:		Bainbridge Blvc									
			From:		Albert Ave									
Gilmerton Rd	5300	G							0.098	F		5700	G	2003
			To:		Geneve Ave									
			From:		Collins Blvd.									
Greendell Rd	270	G	<u> </u>						0.1	F		300	G	2003
			To:		Ashland Dr		ĺ							
			From:				1							
Guenevere Dr	1800	G	<u> </u>		Galahad Dr				0.097	F		1900	G	2003
Guerievere Di	1000	G	To:		Sean Dr		1		0.097	Г		1900	G	2003
		_	From:		Barksdale					_			_	
Hawksley Rd	400	G	_						0.137	F		440	G	2003
			To:		Glenview Rd									
			From:		Pinecliff Dr									
Hollygate La	350	G	_						0.121	F		380	G	2003
			To		Briarwood Dr									
			From:		Canal Rd		1							
Iowa St	710	G							0.129	F		770	G	2003
			To:		Oklahoma Dr									
			From:		Gregg St		1							
Joyner Rd	200	G	Щ.		Gregg St				0.146	F		220	G	2003
Juyria Nu	200	G	To:		Grant St				0.140	1		220	G	2003
			From:		Parker Rd									
Keeling Dr	NA		_						NA			NA		
			To:		Lobdell Ct									

					orfolk Maintenan	00 / 11 00								
Route	Length AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Chesapeake			From:		Indian River R	d	ī							
Kemp La	330	G	<u> </u>		maian Kivei K	u			0.106	F		350	G	2003
			To		E. Kemp Lane)								
			From:		Cobb Ave								_	
Laurel Ave	720	G	To:		Rokeby Ave		1		0.095	F		780	G	2003
			From:		Cornick Ave									
Lilac Ave	1500	G	99%	0%	1% 0%	0%	0%	С	0.102	F		1600	G	200
			To:		Davis Ave									
			From:		Dunn St									
Lincoln Road	190	G	92% To:	1%	2% 2%	3%	0%	С	0.113	F	0.63	190	G	200
			From:		Outlaw St		J							
Lindsey Ave	NA		riom.		Lindale Dr				NA			NA		
Lindsey 7 We	N/A		To:		Waterfield Av	e			147 (14/1		
			From:		Baugher Ave									
Lofurno Rd	240	G							0.143	F		260	G	200
			To:		Bounds Ave									
Marian Da	NIA		From:		Battlefield Blv	d			NIA			NIA		
Marion Dr	NA		To		Johnstown Rd		1		NA			NA		
			From:		Culpeper Ave		I							
Marlboro St	130	G	<u> </u>		Cuipepei Ave	;	J		0.154	F	0.512	140	G	200
			To:		Winslow Ave									
			From:		Baff Loop Ct									
Masters Row Ct.	600	G							0.095	F		650	G	200
			To		Brassie Ct		J							
McCook Dr	4000	•	From:		Haledon Rd				0.447	_		1200	0	200
McCosh Dr	1200	G	To:		Duffield Pl		i		0.117	F		1300	G	200
			From:		Broadmoor Av	e	<u> </u>							
Michael Dr	70	G	<u> </u>		Broadmoor 71v				0.184	F		80	G	200
			To:		Texas St									
			From:		Clover Dr									
Millwood Ave	1600	G	To:		E.B. D		1		0.107	F		1700	G	200
			From:		E. Royce Dr		J							
Natchez Terr	NA		riom.		Parker Rd				NA			NA		
Natoricz Terr	N/A		To:		Foxgate Quarte	er			147 (14/1		
			From:		Johnstown Rd									
Newberry Dr	560	G							0.090	F		610	G	200
			To:		Horse Run Dr									
Oak D	245		From:	-	Woodcroft La				0.000	-		040		000
Oak Dr	840	G	To:		Tyre Neck Rd	1			0.269	F		910	G	200
			From:		Victoria Dr		<u>.</u>							
Old Dr	1100	G			v ictoria Di				0.141	F		1200	G	200
			To		Barlett Dr									
			From:		Campostella Ro	ad								
Omar St	470	G							0.097	F		500	G	200
			To:		Faye St									
Dhiladalahia Ot	 -	_	From:		English Ave				0.404	_		70		200
Philadelphia St	70	G	To:		Miller Ave		j		0.124	F		70	G	200
			From:		Etheridge Rd		<u> </u> 							
Poplar Ridge Dr	NA				Emeriage Ra				NA			NA		
									•			•		

				14011011 Wall Reliance 7 Wea						
Route	Length AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	OC.	QK	Dir Factor	AAWDT	QW	Year
tv of Chesaneake			From:	Erik Paul Dr	1					
Priscilla Lane	NA		<u> </u>	Elik i dui Di	NA NA			NA		
			To	Loretta Lane	1					
			From:	Greenway Dr]					
Queenswood Terr	120	G			0.129	F		130	G	2003
			To:	Royal Grant Dr						
D: 0 1 D 1			From:	Campostella Rd]					
River Creek Rd	NA		To:	Booker Street	NA T			NA		
			From:	Battlefield Blvd						
Robert Hall Blvd	4800	G		Battleffeld Blvd	0.088	F		5200	G	200
			To:	Military Hwy	1					
			From:	Shepherds Ct	1					
Shepherds Gate	290	G			0.127	F		310	G	200
			To:	Logans Mill Terr	1					
0. 14 !! . 5		_	From:	Sir Meliot Ct		_				
Sir Meliot Dr	800	G	To:	Drawbridge Dr	0.106	F		860	G	200
			From:		<u> </u>					
Smokey Mountain Tr	NA			Cricket Ct	J NA			NA		
cinolog modificant tr			To	Woodwind Way	1			1471		
			From:	Woodberry Dr	1					
Southfield Dr	80	G			0.151	F		90	G	200
			To:	Bartell Dr	1					
			From:	Scarlett Dr						
Stadium Dr	1800	G		16.71	0.135	F		2000	G	200
			In.	Mt Pleasant Rd	<u> </u>					
Strafford Dr	350	G	From:	Golden Hind Rd	0.124	F		380	G	200
Strailord Di	330	G	To:	Harding Dr	1			300	G	200
			From:	Goldcrest Dr	·					
Tanglewood Tr	400	G		Gorderest B1	0.105	F		440	G	200
			To:	Trilby Ct	1					
			From:	Fairview St						
Tatemstown Rd	3100	G	_		0.086	F		3300	G	200
			To:	Peter Rd						
Taur. Dr	2000	_	From:	Bruin Rd	0.400	_		2200	_	200
Terry Dr	2900	G	To:	Brittany Way	0.186 1	F		3200	G	200
			From:	PineTop Rd	<u> </u>					
Tinter St	2400	G		r me i op Ku	0.087	F		2600	G	200
			To:	Volvo Pkwy	1					
			From:	Campostella Rd						
Wadena Rd	NA				NA			NA		
			To:	Gratton Street	<u> </u>					
Marriala Dal	4400	•	From:	Cedar Rd]	_		4000	0	000
Warrick Rd	1100	G	To	Butterfly Dr	0.109	F		1200	G	200
			From:		I					
Washington Dr	NA			Waters Rd	J NA			NA		
			To:	E. Street	1					
			From:	Magnolia Ave						
Winslow Ave	370	G			0.122	F		400	G	200
			To:	Marlboro St]					
			From:	Placid Way						
Woods Blvd	870	G			0.117	F		940	G	200
			10:	Kempsville Rd	<u> </u>					

Route City of Chesapeake	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Yadkins Rd		3400	G	From:		George Wash. Hwy I-64		0.106	F		3600	G	2003